

ENTERTAINMENTS



INSPECTION OF OUR NEW MODELS SOLICITED.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-2]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED, INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!!

FRENCH LESSONS

G. MOUSSON, 18, MURKIN HILL ROAD.

[514]

ASAHI BEER.



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISLA.

HONGKONG.

[381]

FOR SALE.

FOREIGN POSTAGE STAMPS, ALBUMS, and other

PHILATELIC GOODS.

at Prices to suit any Buyers.

GRACA & CO.

[CAINE ROAD, No. 11A.

Hongkong, 1st April, 1915.

[465]

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

NEW CARTRIDGES.

BY popular English Manufacturers In all Boxes and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 5589, at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915.

[509]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock

Developing, Printing and Enlarging.

Custom Marbles in Various Shades.

Telephone 1219.

Hongkong, 4th February, 1915.

[516]

OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 10th.

THE JAPANESE DEMANDS.

The replies of Mr. Neil Primrose to Mr. Gershom Stewart, Mr. Walter Long, Sir William Bull, Mr. Needham and others as to the Japanese demands on China, have been given in such general terms that it cannot be said that they have satisfied the inquirers, or those outside political circles who are interested in China.

There is, in fact, very widespread interest in this matter, and considerable apprehension, but the papers and the public are so engrossed in the war that Japan certainly has an opportunity to steal a march on her competitors without exciting more than a transitory public comment.

There has been a disposition on the part of officials to minimise the reports as to the demands that have been cabled from Peking, but the M.P.s concerned in raising the whole question declare that the cables have been substantially correct, at any rate. The Lancashire members intend to raise the matter again at the first opportunity, for they are by no means soled by the general statement of the Government that England does not object to the expansion of Japanese interests in China provided that it does not injure the interests of Great Britain. It appears to many who know the situation better than the papers reflect that England stands to pay more for this war than the amount actually expended in the fighting.

"RACING AS USUAL." There has been tremendous talk about whether Ascot and other race-meetings should be held this year. The devotees of sport are more numerous in the Army than elsewhere, and it has been curious that no protest whatever has come from that quarter. Indeed I am sure the decision of the Jockey Club to continue racing—with social functions and Royal Enclosure cut out—will be welcomed by the men on service, for there is no news so interesting to them, after the welfare of the folks at home, as the results of events in their favourite sports.

The critics have run their cavilling on unconvincing lines. They mentioned that the French did not like to hear of our running races for the extravagantly-minded while Europe is in torment. They added little pinches of ethics and morality, saying that somehow or other did not seem quite sincere, and one was tempted to suspect that there was some ancient humbug behind it all. Owners of racehorses have shown no desire to press matters either way, and one Colonel with a tendency to the epigrammatic manner pointedly asked in the papers, one morning whether we were to suppose that after one year's abandonment of racing the racing stires would be found to have lost their pre-creative efficiency.

Here is a letter from an officer of active service that gives the military view:—"To say that soldiers at home or abroad look on the continuance of racing in war time with anything but approval is simply to say that which is not, as half an hour's conversation in any mess would prove. Those of us who went racing before the war go now when we get the chance, and we heard our very scanty leave so that it may coincide with our favourite festival. Liverpool, Ascot, or the Waterloo Cup. Soldiers at the front like to hear the news of their favourite sports—hunting, coursing or racing. They know that we are coming out when we are sent in: in the meantime, they don't grudge us our sport, and look forward to taking a hand when they get home wounded or on leave. Finally, one word to you, O amiable and generally unwelcome faddist: Continue to curse racing, betting, drink, bookies, jockeys, and trainers, if curse you must, but please don't put the curse into our mouths. We do so dislike being exhibited by people we don't know as humbugs and prigs."

So we are to have our race-meetings on the same lines as in times of national mourning, and we shall have some football matches, but the chief cricket fixture, and other forms of athletics will go by the board.

CHANGES THE WAR HAS BROUGHT.

I fear there has been something of the faddist in the protests. People with no interest in racing, as a general rule, have been heard defending its continuance, and some with more than a superficial knowledge of it have been siding the critics. There are some of the changes war has wrought.

One or two other changes are worth a passing notice. One is that in the streets one may see numbers of ladies driving their own cars, their men and their chauffeurs having joined the colours. Even the commercial demands of the situation have brought women into action on the same line, and at least one big concern in London is employing a smart woman to drive one of its delivery vans. So far as the horse-drawn vans are concerned, so great has been the demand

for horseflesh that wicked old Texan mules have been imported for London use, and draymen are finding these interestingly perverse quadrupeds powerful aids for the development of vocabulary already famous for the richness of its invective.

ENGLAND THE GREAT PROVIDER.

With the chance of having their factories commandeered by the Government for the purpose of turning out war stores, British manufacturers are now more chary than ever about tackling foreign markets till the horizon is clearer. So great is the pressure likely to become that expert workmen are in some cases being sent back from the front to resume their work at home, that being considered to be the way in which they can best serve the cause of the allies at the moment. People in the last day or two have been asking how it is there are so many Belgian soldiers here just now. The answer is that the men are not only on leave for a little while, visiting their families, but many of them have been deputed to superintend or actively assist in the turning out of supplies for the Belgian army. England becomes the great provider and arsenal for all the allies, and it is worth thinking of on the authority of Lord Kitchener—that since the war began we have increased our output of war materials three hundred times, and still the cry is for more supplies and greater speed.

COAL PRICES.

With the milder weather has come a slight drop in coal prices, but we are not likely to have quotations below 39/- a ton for a long time to come. The chief reason for this—after the desire of owners for profits—is to be found in the needs of the Navy. In order that the Fleet may be kept constantly supplied, a huge number of trucks—well over six figures—are kept perpetually loaded on sidings, ready to be rushed to any particular port for the ships of war. But the Fleet is likely to pay for itself in a very few weeks by clearing the Dardanelles and letting out the enormous surplus of wheat now shut up in Russia. Experts say this amount is to no less than three hundred million bushels. With this lot transferred to the allied markets, we should get along all right till after the next harvest. Then, there will come along a heavier crop from the North American continent and elsewhere, and if the war should end before the following harvest there will almost certainly be cheap wheat by this time next year.

AMERICA AND THE INDIA MARKET.

While Japan seems to be making the most of the chance in China, America appears to aim at attacking the Indian markets. A direct steamship service has been arranged from Rangoon to New York for the transport of rice, while the interests concerned have secured a lease of some rice mills which are in "enemy" ownership. They are, therefore, tolerably sure of a rice supply for their vessels. Hamburg houses used to control the greater part of the rice demand for South American ports, and the aim of the Americans is to divert this trade to themselves. Apart from this, it is being recognized in India that the suspension of the demand, not only from enemy countries, but by neutral States in Europe, involves the necessity for discovering new markets if India is to continue a solvent buyer of British manufactures to the normal extent.

ADMIRAL JELlicoe.

The men from the North Sea Fleet who are now and again given a few fugitive hours on leave are loud in their praise of the sterling qualities of Admiral Jellicoe. They tell how the first time the Fleet swept the North Sea they found no Germans, though they searched high and low. Jellicoe hoisted the brief signal, "No luck." Another day three of his fastest cruisers sighted another vessel and gave chase. Presently they signalled that she was running away. On which the Admiral signalled, "You are chasing another's smoke. Don't do it too long." The fact, he had discovered, was that they were chasing one of our own swift ships.

LADIES' FASHIONS.

Ladies' fashions are, of course, touched with warlike influences. New colours and new designs are much in evidence. Khaki garb, cut à la militaire, is giving place to sartorial tributes to the Navy in the shape of battleship grey, often used in combination with carnation pink, while other shades in favour are Petrograd blue, lead, sand and amber. The military are not altogether abandoned, however, and so we have Joffre serge for tennis and similar uses, and besides such modernities we have a revival of an old-world material, resurrected from the early part of last century—Organdie muslin. As to mere man, I am assured by a man who knows that the knowing ones are buying their next winter's clothes now, for the pressure on the woollen mills is such for army purposes that the tendency of ordinary supplies is to deteriorate remarkably, while prices are mounting all the time.

NOTABLE MATRIMONIAL ALLIANCE.

The engagement of Mr. Neil Primrose to Lady Victoria Stanley has created some stir. He, as the rather Radical son of Lord Rosebery, and she as the daughter of Lord Derby, may perhaps manage to blend the very opposite political views of those parents and produce some sort of compromise of a working quality. As Under-Secretary for Foreign Affairs Mr. Primrose has a great chance that his friends declare he is capable of using to his own credit and the national advantage, but in this session, at any rate, it cannot be said he has shone on subjects concerned with China. Lady Victoria Stanley is a fresh, happy girl, with a pretty colouring and an agreeable expression, who should make an admirable wife to a rising politician. She is just ten years younger than her future bridegroom. He is, however, a very youthful-looking man, who to all appearances takes life pleasantly, in spite of his responsibilities, as he is certainly entitled to do on the financial side, since he inherited a very large fortune from his maternal aunt.

THE FUTURE OF CHINA.

THE EMPIRE'S INHERENT STRENGTH.

MASTERLY ADDRESS BY DR. ARTHUR H. SMITH.

The critical state of Chinese affairs was the principal subject discussed by the Saturday Club, at Shanghai, on the 1st inst., and an address of special interest and value was given by Dr. Arthur H. Smith. Dr. Smith's review of recent events, and his estimation of present needs and prospects were vigorous and frank, and summed up in a sentence, his conclusion was that in spite of all vicissitudes, nothing can prevent the Chinese as a nation from becoming one of the great forces of the world.

Dr. Smith prefaced his address with a delightful story illustrating the dangers of prognosticating. The tale was of the origin of the Chinese "back to back" book, the making of which might have gone on for ever but for the intervention of a sage. Two scholars sat back to back, one writing characters and the other making pictures, and it so happened that although neither of them could see what the other was doing, the pictures of the artist were perfectly suited to the text of the writer, and their combined work constituted a forecast of coming events. There came on the scene an old man, with a little bird perched upon one of his fingers.

"What are you doing?" he inquired. "We are drawing a map of the future," the busy artists replied.

"Tell me then," he asked the old man, "will this bird live or die? But I must warn you, that if you say it will live, I may destroy it. And if you say it will die, why then I will allow it to fly away."

Overcome by the force of the argument, the artists stopped their work, and the old man pointed the moral of the story: "If you cannot foresee the life of a little bird, how do you expect to be able to forecast the future of your country?"—It thus comes about that the "back to back" map remains unfinished to this day.

A RACE SOLIDIFIED.

Assuming, accordingly, the rôle of the mentor rather than that of the prophet, Dr. Smith opened his address on "The Future of China," with the observation that the Chinese were the most homogeneous, as well as the most numerous, people on the face of the earth. Solidity was the word: they were a race solidified internally, externally—and eternally. (Loud laughter.) The world could not get on without the Chinese. The Chinese qualities of patience and perseverance had carried the race on for thousands of years, and he believed, would carry it on for thousands more. He believed that as long as the world stands, China will be here, a part of the great furniture of the world. "China and the Chinese" were convertible terms. "China" was "the Chinese"; the Chinese were China.

It was the only nation in the world that had never been turned from its ancestral seats, and he believed it never would be. China had four or five peculiar marks of differentiation. The first was comparative isolation. China had been brought up alone, practically without a neighbour, and both the advantages and disadvantages of this had been reaped. China had developed from "resident forces"—the things that had made China came from within China—except Buddhism; and though that had been an important factor, it had not been the factor. Then again, the evolution of China had been relatively slow, and now we were in a period of accelerated evolution.

THE FIRST STEP OF TO-DAY.

The first need of to-day was the need of serious reform, and the first thing to be aimed at was greater cohesion. There should be less provincial jealousy, and more national co-operation. The people of the north and the west and of Canton must learn to tolerate each other, even if they could not learn to work together. They had perhaps been shown the need and the importance of this more under the President that under any preceding Dynasty, but they had still much to learn. The speaker expressed his optimism in this respect by a glance at former antagonism between New York and Pennsylvania. The people of these States, he observed, amidst much laughter, once upon a time hated each other for two reasons: one, because they knew too little of each other, and another, because they knew too much. They were unified by the pains and perils of revolution, and the same might be the case with China.

THE MORALITY OF THE STATE.

Another necessary reform was in the sphere of morals. The Chinese had the highest system of morals in the world outside Christianity, which was held to be the highest; but the morality of the State had got to be better. There must be public honesty. The official must be honest; and every man not an official should see that he was honest. He had been very much disappointed to observe that while since the Revolution there had been much talk about the Army and Navy, nothing was said about the necessity of living up to the Classics.

The speaker next touched upon the great change which is taking place in the position of women, expressing the opinion that the changes in the life of women in the Far East was one of the greatest factors in contemporary history because of their quality. Another great factor was the change in sentiment with regard to smoking opium. China was potentially free from opium, and had made more progress in clearing it away than Western nations had made in clearing themselves of their vice.

A VIEW OF THE FUTURE.

Forming a view of the future on general principles, the first principle must be that, whatever happened, three hundred millions or more of Chinese were a factor in the human race that had got to be reckoned with. The second principle was that history had shown that the historic disunity of China could be changed into unity. This was to be accomplished by better communication, by the circulation

of newspapers and books, by the lecture—which was becoming a prominent feature of Chinese life—and by a broad and deep education. China might conceivably be over-run by great military forces. It had been done in the past, and it could be done again. But China could never be administered by another country. Any country or group of countries taking possession of China and managing it as an outlying dependency would find it absolutely necessary in time to relinquish that task or else submit to financial and economic ruin.

Dr. Smith quoted an article which he contributed to the North-China Daily News, thirty-seven years ago. The article was entitled "Solidarity" and the main question discussed was: Will China break up like an iceberg and disappear, or will she remain a coherent whole? The writer's conclusion was: "We have the fullest belief that China will take her place among the great nations of the world." This belief he still firmly held, the speaker concluded.

Mr. G. Douglas, M.A., who has worked during the past twenty-five years as a missionary in Manchuria, presented his view of the present situation there in a delightful little allegory on the "Doors" of Manchuria; and Professor H. H. Kung, M.A., spoke on the need for co-operation in China, pointing out, by the way, what he had observed to be the elements of the success of the Japanese.

TRADE OF HONGKONG.

GENERAL FIRMER TONE

The following statistics have been taken from the fortnightly price current and market report of the Hongkong General Chamber of Commerce.

OPIMUM.

Stocks on May 6th were 534 Patna, 247 Benares, 644 Malwa, and 139 Persian and Turkish. Exports during the interval to Shanghai, etc., were 63 Patna, 10 Benares, 161 Malwa and 32 Persian and Turkish. In unrefined Bengal opium the balance of stocks on May 6th was 184 Patna and 81 Benares. There were no exports, and the amount holed by Government monopoly was 3 Patna and 28 Benares.

The Bengal market is unchanged with quotations as follows:—Patna, new \$9,325, old \$9,200, very old \$9,100. Benares, new, \$9,050, old \$8,925, very old \$8,825. Malwa market.—A few lots have been sold at following rates:—New to 3 years drug, \$9,300. Older \$9,400.

EXPORTS.

There are no quotations for Feathers as the market is closed on account of new taxes which are resented by dealers. The prices of Ginger are unchanged and but small business is passing. Galangal, 224, Cassia Oil are firm with small business doing. A fair business has been done in Star Aniseed Oil. Star Aniseed is weak. Ground Nuts are quoted at \$6.00 per picul with shells, and \$7.70 per picul without shells. A small business has been done in Wood Oil, but nothing is doing in Soy. Human Hair is quoted at prices per picul f.o.b. Hongkong. The Tin market is dull. The London market is about \$167 10s. per ton. Nothing is doing in Quicksilver, Saigon Cassia or Gall Nuts, and no business is reported in Bristles.

IMPORTS.

A quiet tone has prevailed in Cotton Yarn, and only an insignificant business transpired at a recession in values of \$1 per bale. Quotations are:—No. 10s at \$78/10s. No. 12s at \$85/10s. No. 16s at \$88/11s. No. 20s at \$94/12s. Arrivals 9,700 bales. Sales 1,000 bales. Shipments 9,700 bales. Unsold stock 48,400 bales.

The Woollen market shows a slight improvement. A small business doing in Unions where shipment is suitable. In Metals fair enquiry has been reported during the interval since last report, and sales have been effected in Nails, Tinplates, Steel Plate Cuttings and Bars. Tinplates were done at considerably below the equivalent of Home price, buyers making a good bargain. Reports from London and America show firmness, the opinion prevailing that freights will maintain present rates for some time even if there is no further advance. Local prices are all nominal. A small sale of Galvanized Wire has been reported. There are no stocks of Pepper, Camphor or Window Glass. No sales of coal of importance are reported. The Sugar market is steady, and there is a slight demand for Brown from northern ports. There are no stocks of Saltpetre, and the market is weak.

The American flour market rules exceedingly steady, but no new sales are reported for the Orient. In the local market the same state of stagnation exists, while lack of enquiry and small clearances have forced holders of stocks to further reduce prices, which were already far below replacing cost. Stocks are about 700,000 sacks. Quotations:—Patents, M. \$4/34/0 per bag. Cut Offs, \$3.25/\$3.40, Straight, \$3.20/\$3.35.

SHANGHAI TRADE.

Messrs. Ilbert & Co. of Shanghai in their latest Price Goods Market Report say:—

The market has been featureless during the week owing in part to the recent heavy rain and consequent difficulties in moving cargo throughout the Yangtze valley, and partly to the unsettling effect which the controversy between China and Japan continues to exercise amongst the natives. The undertone appears to be quite healthy, however, as clearances are well maintained and the auction sales show an improving tendency on the whole, more especially for Fast Blacks, which have ruled firm throughout. It is satisfactory to note that Newchwang, which has long been more or less inert as far as this market is concerned, has resumed clearances upon a moderate scale.

RANDOM REFLECTIONS.

The appeal which was made in this column a few weeks ago, and which was subsequently endorsed in a leading article for the raising of a fund for the entertainment of the Territorials has met with a most generous response. Within a week something like \$600 was subscribed, and now that a Committee has been formed, arrangements are in progress for the collection of subscriptions, because it is fully recognized that for every one person who will go to the trouble of sending in money, there are at least a dozen who will be quite ready to subscribe when approached. The need for the fund is only too obvious, and if any justification for starting it were needed it is furnished by the statement made by Lord Crewe last month in the House of Lords, that the Government are considering the idea of increasing the pay of the Territorials in India. If the Territorials in India require this consideration those in Hongkong have an even greater claim, because living here is dearer. One special difficulty arises in this Colony owing to the fact that so many of the men are quartered in Mount Austin barracks. Though the prospect from that point is most pleasing, even the most pleasing prospect is apt to pall in time, and the men soon feel a longing for the life and activity of the "lower levels." To gratify this very natural desire it is necessary for them to spend the whole of their allowance, if they are married men, on a return journey by the Peak Tram. In the same way the cost to the fund for sending the men to any place of entertainment is doubled. Under these circumstances the joint Hon. Secretaries have been deputed to interview the Peak Tramway Co., who will no doubt see their way either to make a substantial reduction in the fares or to make a handsome contribution to the fund. Recently the fares on the tramway have been considerably increased, owing, it is understood, to the smaller number of passengers travelling since the outbreak of war. To some extent, however, it must be recognized that the arrival of the Territorials has helped to restore the balance, and they are worthy of every consideration.

I have been asked, where really is Mr. Justice Gompertz? The question was prompted by an announcement in one paper that he had left by the *Monteagle* for Vancouver, being followed a few days later by another paper publishing a paragraph from a Penang paper of April 16th, saying: "Mr. Justice Gompertz, of Hongkong, formerly of the Straits Civil Service, and Mrs. Gompertz passed through by the *Tumba Mare* for a holiday in England." The truth, the whole truth, and nothing but the truth is that Mr. Justice Gompertz left the Colony on April 7th by the *Tumba Mare* for Seattle, and is now enjoying a well-earned rest for a few months on Vancouver Island.

The interesting announcement has been made in a Peking paper that President Yuan Shih Kai has conferred upon H.E. Sir Henry May, K.C.M.G., Governor of Hongkong, the First-Class decoration of the Wen-chu Order and that Mr. C. McI. Messer, Superintendent of Police, and Mr. T. H. King, Assistant Police Superintendent, will also be awarded decorations. The awards, it was stated, were made on the recommendation of General Lung Chi-kuang, the Chiang Chun of Kwangtung Province, in recognition of the co-operation of the Hongkong officials in effecting the extradition of criminals to Canton. This is interesting as evidence of the good relations which exist between the authorities in Hongkong and Canton, but the proffered honours cannot, I believe, be accepted for such services by British Civil Servants.

There has been quite a flutter in local legal circles recently, due to the fact that a member of the Bar, when appearing in Court in the uniform of a Special Constable, was informed by the Magistrate that he could not be seen, or words to that effect. Realising that several solicitors constantly appear in Court in military uniform, the point was at once raised: why jump on the police? I am informed that the matter was very thoroughly thrashed out by the legal gentlemen, and that opinion is even now divided on the subject. There are those who claim, very wisely too, that a solicitor in police uniform would have such an effect on the Chinese concerned in cases that the law would not be fairly and squarely enforced; the Chinese would be unable to distinguish between the ordinary and special P.C. and complications might

easily arise as a result. The same argument, of course, cannot be applied to the wearers of military uniform, for the distinction is quite obvious. The S.P. no doubt felt somewhat aggrieved at the distinction made, but I am with those who hold that the Magistrate, whose duty it is to see that the law is justly enforced, was quite right in what he did. Assuming that witnesses mixed up a defending or prosecuting solicitor with the police, anything might develop as a consequence of the misunderstanding, which would have an unjust influence on the decision of the Magistrate. Others say, not in so few words perhaps, that the idea of influence is all rot. They are really wrong.

Can a person suffering from lumbago play poker? An incident occurred in the Summary Court the other day which has suggested this query. Only the poor individual who had had the lumbago was able to answer the query; though suffering from lumbago, he claimed that he was quite able to deal a hand and enjoy a quiet game of poker. He was at once doubted by the cross-examining solicitor, but when the lumbago-poker argument terminated no-one could have been really satisfied on the point. The solicitor had never been afflicted with lumbago, but he obviously knew something about poker; the man in the witness-box had suffered from lumbago and at the same time had played poker; and his lordship reserved any opinions he may have had on the subject. If anyone is at present enjoying lumbago, will he or she please experiment on the lines suggested and forward the results to me? It is not really a point for a legal mind.

Full many a gem of purest ray serene
The dark unfathomed caves of ocean
beard;

Full many a flower is born to blush
unseen
And waste its sweetness on the desert air—

But Genius, with a capital G, will
always assert itself. Read this:

DEAN S.M.—Hearing that you are in want of an editor versed in all branches of literary knowledge, I beg to apply for the post. I admit, of course, I am not a man of surprising faculties; but I can at least prove to you that I am a well-educated man. I have acquired a profound knowledge in philosophy, poetry, novels and theology as well as literature; and as for the lesser species of knowledge, which are usually neglected by man, I can also afford a synoptical view.

In my school days, I took a deep interest in the study of the best styles of the learned men of the Augustan Age; so I early acquired the faculty of writing essays and poems vividly. Any piece of composition, unemotional or impassioned, animated or noble, grave or ludicrous, I can picture to the life by my pen. Consequently, I trust that I will be able to distinguish myself from ordinary editors and thus gain popularity for your paper. Indeed, it may be said that there are a great number of editors and literary men in this world; but I dare say that many of them have simply an "itch for scraping."

In addition to the above qualifications, I beg to add that I know well what the duties of a true editor are. They are to accelerate the progress of civilization and reveal truths to the people. Besides, I possess a discriminating and critical eye on various topics such as public and private life; political and religious movements; intellectual and moral truths.

With all these qualifications, I think I shall satisfy your wants. Waiting for your favourable reply. I beg to remain, Sir, Your obedient servant.

RODERICK RANDOM.

I. FILE SHOOTING.

TAKOO BEAT R.N. DOCKYARD.

One of the most keenly-contested matches in the Hongkong Rifle League was shot off on Saturday at Taihang. As the scores show, the conditions were all against good shooting. The light was bad, the wind tricky and variable, and at 600 yards, when the first details were shooting, a heavy downpour of rain came on. The Dockyard were very keen on coming out on top, as this would secure for them the League Championship for another year. Takoo's win by the narrow margin of two points leaves the Championship still open. Much will depend upon the result of next Saturday's match between Takoo and the H.K.V.C. and Territorials. Should Takoo win, a match that should rival the Interport in local interest will have to be shot off, as the Dockyard, the Volunteer Reserves, and Takoo have each lost one match. There is little to choose between the teams: the three Clubs on paper, each having about an equal number of the best shots in the Colony.

The scores were as follows:—

TAKOO.		900	500	600	71
Capt. W. M. Scott	29	31	27	81	
Mr. H. T. Heath	26	32	28	68	
Mr. J. Simpson	25	25	28	66	
Mr. N. Brodie	31	30	25	66	
Mr. H. G. Danby	30	34	29	83	
Lieut. J. D. Lyle	30	25	24	79	
Mr. T. Grimshaw	29	29	20	78	
Mr. W. J. Eldridge	29	23	21	73	
	237	224	202	682	

H.M. DOCKYARD.

Mr. A. J. Brock 31 25 31 87

Engr. Lieut. E. J. Connors 31 26 30 87

Mr. W. R. Cousins 33 28 25 83

Mr. W. Goodman 30 27 26 83

Mr. T. R. Day 31 25 26 82

Mr. H. G. Elson 30 25 26 80

Mr. J. Tooker, jun. 29 23 27 74

Mr. H. Brown 29 18 27 74

244 193 219 681

No reduction for apertures.

TERRITORIALS' ENTERTAINMENT.

ENTHUSIASTIC GATHERING AT HEADQUARTERS.

Rarely has there been such a gathering of Territorials and Volunteers in Hongkong as that which filled the Volunteer Headquarters on Saturday evening, when the officers and men of the Shropshire Regt. (T.), were the guests of the local Volunteers and Reserves at a most entertaining smoking concert. The original intention was to have a promenade concert in the grounds, but the heavy rain forced everyone indoors and the concert took place in the large drill hall. Needless to say, every item was enthusiastically applauded and each of the artists invariably replied to encores. The programme was as follows:—

At the piano, Mr. G. Grimble; song, selected, Pte. P. W. Goldring; humorous song, selected, Mr. W. A. Hannibal; quartette, selected, Pte. Allan, Corpl. Brown, Pte. Gray, and Corpl. Smith; at the piano, Mr. R. Sutherland; song, "The little Irish girl," Lt. Corpl. R. Brown; humorous song, selected, Pte. G. W. C. Burnett; quartette, selected, Pte. Allan, Corpl. Brown, Pte. Gray, and Corpl. Smith; recitation, selected, Pte. J. M. Walker; song, "There's a land" (by request), Pte. C. Edgcombe; humorous song, selected, Gunner H. Rolph; song, "King Charles," Pte. H. I. Jones; humorous song, selected, Pte. G. W. C. Burnett; song, "My love is come," Pte. P. W. Goldring; humorous song, selected, Mr. W. A. Hannibal. The accompaniments were shared by Mr. Geo. Grimble, Capt. Lammert, and Pte. E. J. Chapman.

At an interval in the programme Colonel Chapman said he very much regretted that the weather was unfavourable, but this fact did not seem to have interfered with their enjoyment, for they all appeared to be enjoying themselves thoroughly. Colonel Chapman said he owed a deep debt of gratitude to those who had assisted at the concert and expressed the hope that there would be many more such concerts in the near future. (Applause.)

Capt. Litt, of the Shropshires, remarked that he very much appreciated the kindness which had been done to his Corps; they had been better treated in Hongkong than in any other place in the East. He did not think his Corps would be going to France, but he could assure them that they did not wish for any better comrades than the Hongkong Volunteers. (Applause.)

The evening concluded with the singing of the National Anthem.

TERRITORIALS' ENTERTAINMENT FUND.

The Hon. Secretaries and Treasurers of this Fund are Mr. G. S. Archbutt and R. P. Thurstield. Donations or monthly subscriptions may be sent to the Hongkong Daily Press office:

DONATIONS.	
Already acknowledged	\$600
George Hastings	40
MONTHLY SUBSCRIPTIONS.	
Amounts acknowledged	\$ 20

PATRIOTIC LEAGUE OF BRITONS OVERSEAS.

A Branch of the League was recently formed in Canton and up to date a sum of \$3,578 has been collected. This includes contributions from British residents in neighbouring ports, viz:—

Kongmoon	\$242
Macao	244
Nanning	184
Samshui	200
From British Officials in the Customs, Canton	950

A draft for \$225 3s. 9d. has been forwarded to the headquarters of the League in London.

The Hon. Secretary of the Fund is Mr. D. Forbes, of the Hongkong and Shanghai Bank, Canton.

THE SAMSHUI PUBLIC DISPENSARY.

The Hon. Treasurer of the Samshui Public Dispensary begs to acknowledge with thanks the receipt of the following subscriptions in aid of the above institution, namely:—

H.E. Sir Henry May	\$250
Mr. Li Ping	200
Mr. C. Little	255
Mr. Yeu Sui Chi	200
Messrs. Yuen Koo	200
Mr. Ip Kam Kong	50
Mr. Wong Lan Sang	50
Mr. Fu Yik Pang	25
Mr. Yau Ming Si	25
Mr. Fung Tat Hing	10
Mr. Lau Kai Cheung	10
Mr. Ng Wei Chi	25
Mr. Lo Shiu Oi	10
Mr. Au Pan	10
Mr. Chan Pik Cheun	10
Mr. Fan Pak Sam	10
Mr. Leung Kam Chiu	10
Mr. Mak Lai Ting	10
Mr. Ip Sau Chi	10
Mr. Tsui Oi Tong	10
Mr. Yung Cho Pong	10
Mr. Wong Yut Po	10
Mr. Lau U Fong	25

THE "GLENROY" CASE.

CAPTAIN AND CHIEF OFFICER PENALISED.

Below we give the finding of the court of enquiry into the circumstances of the stranding of the *Glenroy*. The questions put to the court by Mr. Dinsmore, assistant to the Attorney-General, and the answers of the court were as follows:—

1. Was the *Glenroy* properly found and equipped and in a seaworthy condition, on leaving Shanghai on March 25th last? Answer: Yes.

2. Had the vessel the requisite charts, sailing directions and navigating instruments? Answer: Yes.

3. Was the vessel navigated in a prudent and seamanlike manner after sighting the Horsburgh Light on April 7 up to the time of stranding? Answer: No.

4. Were the engines in good working order up to the time of stranding? Answer: Yes.

5. Where did the vessel strand? Answer: On the Falloeden Hall shoal, off the Johore coast in the Singapore Strait.

6. After the vessel struck were proper steps taken to endeavour (1) to save the ship, (2) to save cargo and ship's appurtenances? Answer: In each case, Yes.

7. What is the loss? Answer: As to the cargo, partial; as to the ship, still uncertain, she is not at present a total constructive loss.

10. (a) Was the stranding or subsequent loss occasioned by or contributed to by any wrongful act of the master, Harry William Lee Holman, or (b) of the chief officer, Percy Lewis Sanders?

Answer: As to this question it is desirable to give our reasons for the finding. The court is not altogether satisfied with the position given of the ship at 6.24 a.m. as the observation was not verified, but we accepted it for the purposes of the enquiry. She was then 1.6 miles from Horsburgh Light, the lighthouse bearing S. 13 E. and the course set by the master was S. 79 W., compass course. Was this a safe course? It had not been possible to make an observation to determine the true error of the ship's compasses, and the master had had to make a rough estimate as conditions permitted. He knew the approaches to Singapore were subject to strong and treacherous currents. There was nothing in his way to prevent him taking a more southerly course and he chose to take a route a little more than a mile from Falloeden Hall shoal. He had on board a sailing directory and we believe the supplement and neither of them did he choose to consult with regard to currents. We look with suspicion on the disappearance of this book, which contained a caution as to passages of this kind. It is possible that if a proper look-out had been kept the stranding might have been prevented, but the court is of opinion that the master set an unnecessarily dangerous course and find it difficult to understand that he thought it quite safe. Having taken this course, moreover, he took no steps to check it although there was ample opportunity.

The chief officer took no steps to verify the position of the ship after learning the position of Horsburgh Light and the times given in evidence show that he must have left the bridge for at least seven minutes at a time when the ship was approaching the most dangerous part of the channel.

The answers to question 10 (a) is that the stranding or subsequent loss of the vessel was contributed to by the wrongful act of the master by setting his ship on a dangerous course at 6.24 a.m. on the morning of April 7. The answer to 10 (b) is that the stranding and subsequent loss of the vessel was contributed to by the fault of the chief officer in neglecting to keep a proper look-out during the watch.

11. Decision of court in respect to certificates of master and chief officer. Answer: The court has decided that the certificate of the master should be suspended for a period of six months and make a recommendation that during this period he be granted a first mate's certificate. As to the chief officer, the decision is that his certificate be suspended for a period of three months and make a recommendation that he be granted a second mate's certificate for that period.

The President then asked the chief officer to hand his certificate into court, and this was done.

As to costs, Mr. Dinsmore (for the Attorney-General) said he made no application. No order was, therefore, made.

Mr. Mundell, acting for both the captain and the chief officer, gave notice of appeal in both cases.

THE HONGKONG VOLUNTEERS.

ORDERED BY LIEUT.-COL. A. CHAPMAN, V.D.

PARADES.

2. Parades for Monday, 10th inst.

6.40 a.m. and 5.30 p.m. Right Section

M.G. Co.—Drill at Headquarters.

5.30 p.m.—Signalling Section—Mus-

ketry Instruction at Headquarters.

Corpl. Grimes, R.E., will attend.

SIGNALLING SECTION.

3. Until further orders the Signalling

Section will parade at Volunteer

Headquarters on Mondays and Fri-

days at 5.30 p.m. for Musketry In-

struction and on Wednesdays and

Saturdays at 7 a.m. at Volunteer

Headquarters for Signalling Instruc-

tion.

DETAILS.

4. On duty: H.K.V.R.

G. E. STEWART, Capt.

Adjutant, H.K.V.C.

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 1741.)

Ex "LAOMEDON,"
A NEW STOCK OF
LACE
CURTAINS

BRITISH MANUFACTURE
OF THE BEST QUALITY.

THESE GOODS ARE SPECIALLY MADE
FOR US AND WILL

WASH AND WEAR WELL.

4 Yards 4½ and 5 Yards Long.

EFFECTIVE DESIGNS IN

WHITE AND IVORY.

From \$5.50 to \$25.00 Per Pair.

LANE, CRAWFORD & CO.

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES

OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE
APPLIANCES FOR THE PROMPT PRODUCTION OF
HIGH-CLASS WORK

ILLUSTRATED CATALOGUES.

PRICE LISTS.

CIRCULARS.

BALL AND CONCERT PROGRAMMES.

INVITATION CARDS.

VISITING CARDS.

AND

COMMERCIAL STATIONERY

OF EVERY DESCRIPTION

EXECUTED WITH NEATNESS, ACCURACY AND DESPATCH
UNDER EXPERIENCED EUROPEAN SUPERVISION, AT REASONABLE

PRICES.

BOOK-BINDING

IN ALL ITS BRANCHES.

MACHINE-RULING, GOLD-LETTERING, MARBLING, Etc.

EXECUTED ON THE PREMISES AT THE SHORTEST NOTICE.

LAW WORK A SPECIALITY.

LEDGERS AND ACCOUNT BOOKS.

AT PRICES WHICH COMPARE FAVOURABLY WITH THOSE OF ANY
OTHER ESTABLISHMENT IN THE FAR EAST.

ESTIMATES FURNISHED.

10A, DES VŒUX ROAD, HONGKONG.

THE DEMON DEFIED.

VISITORS TO CANTON

Should Purchase

"FROM HONGKONG TO CANTON"

BY THE PEARL RIVER,

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans

PRICE \$1.75

On Sale at:—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH, LTD.

Messrs. BREWER & Co.

Canton: Messrs. A. S. WATSON & Co.

The demon Rheumatism can no longer hold you in thrall of terror, pain and misery. No more sleepless nights and days of agony. For between you and your tormentor is raised the protecting shield of LITTLE'S ORIENTAL BALM. It defies Rheumatism. It casts it out of the body and bids it return no more. For this marvellous Balm has such power over pain that even crippled, weak and helpless victims are brought back to the full enjoyment of supple, strong, pain-free muscles. Do not delay. Go to the nearest Chemist or Medicine Vendor TO-DAY and get a bottle of Little's Oriental Balm. Sold at 1s. 4d. per bottle.

Agents for Hongkong:—

Messrs. A. S. WATSON & Co., LTD.

[414-21]

NEW ADVERTISEMENTS

NOTICE OF REMOVAL

WE HAVE TO-DAY REMOVED our Office to the 2ND FLOOR of No. 14, PRINCE STREET (opposite Hongkong Hotel).
PATRICK & COMPANY.
Hongkong, 10th May, 1915. [564]

NOTICE

I HAVE This Day taken into Partnership my son, CHARLES REGINALD CHRISTOPHER LATHAM. The Business formerly carried on by me under the style of LATHAM & Co. will in future be carried on by us in Partnership.
Dated at Singapore, this 1st day of May, 1915.
HAROLD LATHAM. [567]

WANTED.

SITUATION by an Englishman. Experience of Import and Export Business and Commercial Travelling. Competent Bookkeeper, Stenographer and Typist.
Apply to—
Care of "Hongkong Daily Press" Office.
Hongkong, 10th May, 1915. [670]

LOST.

\$10 REWARD.

FROM Tai Po, SETTER DOG. Half-grown. Black Head, White Body, Black Patch on Back. Name "BEN". Finder please return to nearest Police Station.
D. W. TRATHAN.
Hongkong, 13th May, 1915. [568]

ESTATE OF W. C. H. WATSON, DECEASED. Late Commissioner of Customs at Hongkong.

ALL MONIES due to the above estate should be paid to the Underigned forthwith and all claims against the estate should be sent to the Underigned before June 15th after which date no claims will be recognized.
HERBERT GOFFE, Consul General.
Yunnanfu, 30th April, 1915. [571]

G. R.

COLONIAL SECRETARY'S DEPARTMENT.

IT IS HEREBY NOTIFIED that the Government are prepared to let an Office to suitable tenants, Rooms Nos. 5, 6 and 7 on the Top Floor of the Post Office Building (New Government Offices) in Pedder Street on a yearly tenancy.
Further particulars and conditions of letting may be obtained on application at the Office of the Director of Public Works.
CLAUDE SEVERN, Colonial Secretary.
Hongkong, 7th May, 1915. [569]

NOTICE TO CONSIGNERS.

THE P. & O. S. N. Co.'s Steamer "NUBIA".

Arrived Hongkong on 8th May, 1915. FROM BOMBAY, COLOMBO AND SINGAPORE.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at wharves near the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where all Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo:—
From London, 80, ex "Mollavia," and "Nubia."
From Persian Gulf, ex "B. I. S. N." and "P. S. N. Co.'s Steamers."
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 8th May, 1915.

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A MEETING of FOREIGN IMPORTERS of Piece-goods will be held at the Secretary's Office, Chamber of Commerce, New Government Buildings, TO-DAY (MONDAY), the 10th May, 1915, at 4 o'clock P.M.
By Order,
E. A. M. WILLIAMS, Secretary.
Hongkong, 7th May, 1915. [565]

HONGKONG CLUB

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House TO-DAY (MONDAY), 10th May, 1915, at 5.15 P.M.
Business as set forth in the Notice posted in the Hall of the Club.
By Order,
E. DES VOEUX, Secretary.
Hongkong, 29th April, 1915. [569]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND BEAUTIFUL VIEW.
EXCELLENT CUISINE AND HOME COMFORT.
MODERATE TERMS.

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Underigned TO-DAY (MONDAY), the 10th May, 1915, at 11.30 A.M.
The TRANSFER BOOKS of the Company will be CLOSED from the 26th April, to the 10th May, 1915, both days inclusive.
JARDINE, MATHESON & Co., Ltd., General Agents.
Hongkong, 20th April, 1915. [567]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, on SATURDAY, the 22nd May, 1915, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1915, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1915, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th May, 1915. [569]

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the COLONIAL (HONGKONG) REGISTER of the Company will be closed from SATURDAY, 1st May, 1915, until SATURDAY, 29th May, 1915, both days inclusive.
SHEWAN, TOMES & Co., Agents.
Hongkong, 26th April, 1915. [548]

THE HONGKONG ICE CO., LTD.

APPLICATION has been made to the General Managers to issue to CHOW YAU KUN duplicate Certificate for 10 Shares in the above Company upon the statement that the Original Certificate

No. 3080/3085—10 Shares HAS BEEN LOST.

NOTICE IS HEREBY GIVEN that if within 30 days from date hereof no claim or representation in respect of such Original Certificate is made to the General Managers they will proceed to deal with such application for a duplicate.
JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 28th April, 1915. [545]

THEATRE ROYAL.

CITY HALL.

TWO CONCERTS ONLY.

SATURDAY, MAY 15TH, AND MONDAY, MAY 17TH:
MISCHAE PIASTRO, WORLD-FAMOUS VIOLINIST (The Gold Medalist of Petrograd Conservatoire), and ALFRED MIROVITCH, THE CELEBRATED PIANIST (Winner of the Great Reuben Prize).

NOW ON A WORLD-WIDE TOUR. Direct from Queen's Hall, London, Reichstein Hall, Berlin, and the other principal Halls of Europe.

HONGKONG'S RICHEST MUSICAL TREASURY. Booking Now Open at MESSRS. MOUTRIE'S.

PRICES: \$3, \$2 & \$1. Commence 8.15 Sharp.

Hongkong, 7th May, 1915. [564]

G. R.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 8 A.M. to 1 P.M. and 2 to 4 P.M. daily.
Hongkong, 16th February, 1915. [592]

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the MATRICULATION, SENIOR and LOCAL EXAMINATIONS will be held on the following Dates:—

JULY 12th—17th, 1915.

Arrangements will be made to hold the Examinations at any town where a sufficient number of candidates offer themselves.

Candidates must send in their Names to the Registrar, with the fee, not later than June 1st, 1915.

Examination Fee \$10 (Hongkong Currency). Rooms of Entry and all particulars may be obtained on application to the REGISTRAR, UNIVERSITY, HONGKONG.

TWO KING EDWARD VII SCHOLARSHIPS of £10 a year each, for five years, will be awarded on the results of the MATRICULATION Examination.

These scholarships are tenable by British subjects only who must be under the age of 21 on the 1st July. A Candidate who wishes to compete must, on or before the first day of the Examination, deliver to the Registrar proof that he is a British subject.

One Scholarship will be tenable in the Faculty of Arts, the other in any Faculty.
Hongkong, 5th May, 1915. [560]

TO LET.

From 1st March.
GODOWN, No. 6, Duddell Street.
Apply—
A. B. AVASIA, Care of E. PABNEY, No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [544]

HOUSES TO LET

TO LET.

ON the 1st of May, No. 27, CONDULT ROAD, Very Large Dining and Drawing Rooms, Three Excellent Bed Rooms and Bath Rooms; well furnished throughout.
Apply to—
Messrs. PERCY SMITH, BETH & FLEMING.
Hongkong, 5th May, 1915. [555]

TO LET.

A HOUSE in VORRES BUILDINGS, Kimberley Road, Kowloon.
Apply to—
SPANISH DOMINICAN PROSECUTOR.
Hongkong, 15th April, 1915. [561]

TO LET.

A HOUSE at Observatory Villa, Kowloon.
Apply to—
ABRAHAM V. APCAR & Co.
Hongkong, 16th March, 1915. [562]

TO LET.

GODOWN, No. 64, Praya East.
Apply—
KWONG SANG HONG, Ltd., No. 248, Des Voeux Road Central.
Hongkong, 18th February, 1915. [508]

TO LET.

AT THE PEAK.
No. 2, STEWART TERRACE, Furnished and newly done up.
Apply—
H. J. POLLOCK, Private Building.
Hongkong, 20th January, 1915. [58]

TO LET.

A HOUSE in Kestford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 1st March, 1915. [45]

TO LET.

FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
"FENTHREW," Midland Row, Kowloon.
6-Roomed House with Tennis Court.
1 and 2, MINDEN VILLAS, Kowloon.
5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Humphrey's Avenue, Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.
Hongkong, 26th April, 1915. [520]

TO LET.

HOUSES in CLIFTON GARDENS, Condult Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
55, TEN HILL, "THE RETREAT," 51, WONG-NEI-CHONG ROAD.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 1st April, 1915. [58]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour.
Immediate possession.
Apply to—
SHEWAN, TOMES & Co., Hongkong, 3rd December, 1914. [58]

TO LET.

THE GROUND FLOOR of No. 6, DES VOEUX ROAD CENTRAL, occupied by Madame Ginas, etc.
Apply to—
DAVID SASSOON & Co., Ltd., Hongkong, 10th February, 1915. [572]

TO LET.

QUEEN'S BUILDING.
TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 1st March, 1915. [55]

TO LET.

ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS, including a Fine Commodious Suite.
Apply—
SECRETARY, A. S. WATSON & Co., Ltd., Hongkong, 23rd October, 1914. [56]

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, THE PEAK, Unfurnished, 5 Rooms. "WOODBURY," No. 4, Hankow Road, Kowloon.
No. 1, CAMERON VILLAS, No. 61, THE PEAK, Unfurnished, 5 Rooms.
No. 3, DES VOEUX VILLAS, 52, Mount Kellett, The Peak (Unfurnished).
No. 55, BELLILLO TERRACE, with entrance on Condult Road.
No. 27, BELLILLO TERRACE, with entrance in Condult Road. In very good order. 3 ROOMS, suitable for Office, 1st Floor, Queen's Road Central.
"WESTWARD HO," Bonham Road, "EGGERSFORD," No. 124, THE PEAK, Unfurnished (6 Rooms), from 1st May, 1915.
"MERION," No. 6, THE PEAK, Unfurnished (8 Rooms).
ROOMS in BRACONSFIELD and 55, ELGIN TERRACE.
"KOGATE," Austin Road, Kowloon, No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
ROOMS, suitable for Office, on the First Floor of No. 3, Duddell Street.
No. 55, THE PEAK (CAMERON VILLAS).
Apply to—
LINTHARD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 4th May, 1915. [52]

INTIMATION

A. S. WATSON & CO., LTD.
ESTABLISHED 1841.

AERATED WATER MANUFACTURERS

FORMAZONE.

A REVERSING, INVIGORATING and PALATABLE drink particularly suited for Tennis and Bathing Parties.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PINTS \$1 PER DOZ. SPLITS 60 CTS.

PYERIS.

THE WAR.

THE "LUSITANIA" CRIME.

"EVERLASTING INFAMY."

FEELING IN AMERICA.

SITUATION VERY GRAVE.

MORE FIGHTING AT YPRES.

BRITISH DESTROYER SUNK.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

SINKING OF THE "LUSITANIA."

TORPEDOED WITHOUT WARNING.

NEARLY 1,600 LIVES LOST.

A number of cables reached us on Saturday giving early details of the sinking of the Cunard liner *Lusitania*. These stated that the liner was sunk, without warning, by a torpedo from a German submarine off the Old Head of Kinsale at 2.35 p.m. on Friday, and that the Admiral at Queenstown had detached four vessels, five trawlers, a tug and a lifeboat to her assistance. The liner sent a wireless message saying: "Come immediately; big list." It was known that the liner had her lifeboats swung out, and a late message reported that between 500 and 600 survivors had been landed. Many had died, and many had to be sent to hospitals.

One message gave the *Lusitania's* passengers as comprising 280 first class, 682 second class, and 261 third class. The crew numbered 655.

The *Lusitania* was first seen to be in difficulties at 2.12 p.m. and she disappeared at 2.33.

The following further details came to hand yesterday:—

PROMINENT PASSENGERS.

LONDON, May 8th, 6.10 a.m.

Though precise figures are, up to the present, not available, it is now certain that less than 800 were saved from the *Lusitania*.

It is reported that Mr. A. Vanderbilt, the American millionaire, is among the drowned. Other prominent passengers aboard included Mr. Charles Forthman the Impresario, Mr. Forster Stackhouse, the well-known explorer, Mr. Herbert Stone, son of the Manager of the Associated Press of America, and Mr. D. A. Thomas, M.P., the Welsh coalowner.

Survivors state that many passengers were killed or injured by torpedoes.

DISTINGUISHED AMERICANS.

LONDON, May 8th, 3.30 p.m.

The gravest fears are entertained regarding the fate of some distinguished Americans, including Messrs. Vanderbilt and Pearson, (millionaires) Messrs. Forthman and Hubbard, the authors, Mr. Forthman, the theatrical manager, and Mr. Stone, publisher.

ONLY 658 SURVIVORS OUT OF 2,160

LONDON, May 8th, 7.25 a.m.

The Official Press Bureau says that altogether there were 658 survivors from the *Lusitania*. Forty-five bodies have been landed. The total number of people on board was 2,160.

It is unofficially reported that 22 died at Queenstown after landing. Most of the officers of the liner perished. Captain Turner was saved.

The Admiralty state that the number of survivors already given are approximately correct. There is little hope of further survivors.

LATER.

A further 45 survivors have arrived at Queenstown, making the dead and missing 1,457.

(THROUGH REUTER'S AGENCY.)

A SURVIVOR'S STORY.

LINER TWICE TORPEDOED.

WOMEN AND CHILDREN VICTIMS.

LONDON, May 8th, 5.25 a.m.

One of the survivors, Mr. Cowper, a Toronto journalist, interviewed at Queenstown, said that a sharp look-out was kept when the liner approached Ireland. He was chatting with a friend about two o'clock and just caught a glimpse of the conning-tower of a submarine about 1,000 yards distant. He remarked the circumstance to a friend, and then saw the track of a torpedo. The *Lusitania* was struck in the forward part. There was a loud explosion, and portions of the splintered hull flew into the air. Shortly afterwards another torpedo struck the *Lusitania*, and she began to list to starboard. The crew immediately proceeded to get the passengers away into the boats. Everything was orderly. A six years' old girl appealed to Mr. Cowper to save her, and he put her in a boat, but he fears that her parents were lost. Mr. Cowper himself got into this last boat. Some of the boats could not be launched owing to the list, and had to be cut away, as the vessel was sinking. There were many women in the second-class and about 40 children under a year old.

LINER UNARMED.

LONDON, May 8th, 3.05 p.m.

The Admiralty announce that the newspaper report that the *Lusitania* was armed is wholly false.

PASSENGERS SEE THE SUBMARINE FIRE.

LONDON, May 8th.

Some of the passengers on the deck saw the submarine, about half a mile away, fire two torpedoes.

PATHETIC SCENES AT CUNARD OFFICES.

LONDON, May 8th.

There were pathetic scenes at the Cunard offices when relatives and friends realised that 1,502 were dead or missing.

FRANCE ANGRY AND NEUTRALS HORRIFIED.

LONDON, May 8th.

France is overcome with anger at such a colossal murder. Neutral countries are horrified by the outrage, and say it will cost Germany dear.

EXTREMELY GRAVE POSITION IN AMERICA.

WASHINGTON, May 8th.

The opinion in official circles to-day is that an extremely grave situation has been created.

U.S. GOVERNMENT ASKS GERMANY FOR INFORMATION.

WASHINGTON, May 8th.

The Government is requesting the Ambassador at Berlin to ask Germany for a report on the facts of the sinking of the *Lusitania*.

Despite the President's appeal for coolness, officials are privately of opinion that the situation is very grave.

"EVERLASTING INFAMY."

LONDON, May 9th.

Telegrams from all parts of the world brand the sinking of the *Lusitania* as an everlasting infamy.

The American Press is particularly seething in its comments. It says Germany ought not to be left for another moment in doubt as to how Civilisation regards wholesale murder.

The Italian newspapers characterise the sinking of the ship as the most atrocious episode of the war.

An Ottawa telegram says that Mr. Foster, the acting Premier, has declared that the sinking of the vessel stamps Germany as an outlaw among nations.

THE EFFECT ON NEW YORK STOCK EXCHANGE.

NEW YORK, May 8th.

A message from New York states that there is intense excitement in the Stock Exchange. As a result of the sinking of the *Lusitania*, there has been a general fall in prices.

The officials at Washington are keenly anxious to know whether any American lives have been lost.

[The *Lusitania* is a quadruple screw turbine Cunard liner, built in 1907 and registered at Liverpool. Her sister ship to the *Mauritania*, she was on the Liverpool-New York run. Her gross tonnage was 31,550 tons, length 783 feet, breadth 83 feet, and depth 58.8 ft. Her indicated horse-power was 69,000, and on her last day's run in 1910 she developed a speed of 20.8 knots an hour.]

BRITISH DESTROYER SUNK.

STRUCK A MINE OFF BELGIAN COAST.

LONDON, May 9th.

The Admiralty announce that the destroyer *Maori*, while operating off the Belgian coast yesterday, struck a mine. The crew took to the boats when the ship was sinking. The destroyer *Crusader* lowered her boats to assist in picking up the crew, but the enemy opened fire from the shore batteries, and the *Crusader*, after ninety minutes, was forced to leave the boats and retire.

It is reported from German sources that the crew of the *Maori*, and the boats crews of the *Crusader*, a total of seven officers and 88 men, were made prisoners and taken to Zeebrugge.

THE SUBMARINE PIRACY.

A WEEK'S RESULTS.

LONDON, May 9th.

The Admiralty announce that German submarines sank during the week ending May 5th five British merchantmen having a total tonnage of 11,000 tons, and sixteen fishing vessels aggregating 3,000 tons. The arrivals at and sailings from British ports totalled 1,604.

A WILSON LINER SUNK.

LONDON, May 9th.

The German submarine U 39 sank the Wilson liner *Trauro*, off the Scottish coast. The crew were saved.

A GERMAN REPORT.

LONDON, May 9th.

A Berlin communiqué claims that the Germans have occupied Libau.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRITISH REPULSE VIOLENT ATTACKS.

GERMANS' HEAVY LOSSES.

PARIS, May 8th.

A communiqué says:—The Germans violently attacked the British near St. Julien. They were repulsed, suffering heavy losses. The British retook more trenches on Hill 60.

ARTILLERY DUELS.

PARIS, May 9th.

The evening communiqué reports artillery duels on the whole front. A French battalion rushed a strong German work west of Lens.

Three German attacks at Bois-le-Prêtre were abruptly stopped.

The French have progressed nearly a kilometre on the right bank of the Focht, in the direction of Metzeral.

VIOLENT GERMAN ATTACK COMMENCED.

LONDON, May 9th.

Field-Marshal Sir John French communicates that fighting has continued in south west Ypres with no material change being effected.

We recovered a trench lost the day before.

The enemy have started a violent attack between Ypres and Poet Capelle and Ypres and Menin, which was preceded by a heavy bombardment. Fighting continues, and counter-attacks are proceeding.

GENERAL.

(THROUGH REUTER'S AGENCY.)

A SENSATIONAL DUTCH DECLARATION.

HOLLAND'S NEUTRALITY CONDEMNED.

"ALLIES ALONE BEST GUARANTEE OF DUTCH INDEPENDENCE."

AMSTERDAM, May 8th.

The well-known journal *Telegraaf*, in a remarkable leading article, emphasises the dangers to the Netherlands from a victorious Germany. It says that it would mean that Dutch independence had ended.

"We must incessantly remind the Dutch people," says the journal, "that Germany desires a place in the North Sea." The paper bitterly complains of the neutrality of Holland, and declares it is an aim in itself regardless of independence. The victory of the Allies alone is the best guarantee for Dutch independence.

The *Telegraaf* demands a strong Holland, armed to the teeth and ready to suffer the worst for her honour and dignity.

TO THE END.

MR. LLOYD GEORGE AND THE DURATION OF WAR.

LONDON, May 9th.

Mr. Lloyd George, the Chancellor of the Exchequer, speaking at the dinner of the Newspaper Press Fund, mentioned that a son of Mr. Asquith had been severely wounded at the Dardanelles. He also said that he was often asked how long the war was going to last. He could only reply in the words of Abraham Lincoln: "Till the object is attained."

Mr. Lloyd George said he hoped, under God, that it would not end before then. The supreme object of the war was the freedom of Europe and the overthrow of the Prussian military ambition to dominate the world. "It will cost Europe a ghastly price," he added, "of which we must be prepared to pay our share, or fall for ever into a degrading vassalage. Hundreds of thousands of our soldiers are doing their duty, and there are two millions more who are equally as gallant."

LIQUOR DUTIES IN ENGLAND.

LONDON, May 8th.

Mr. Lloyd George announces the withdrawal of the beer and wine duties, and the prohibition of the sale of spirits under three years of age.

HOME RACING.

LONDON, May 8th.

The result of the race for the Jubilee Stakes was:—

Diadumenos (100/30) 1
Wrack (10/1) 2
Lanius (8/1) 3

Fifteen started and Diadumenos won by a head, a short head separating second and third.

[Telegrams received on Saturday, and published in an "extra" on Sunday, will be found on page 6.]

ROYALTY AND DRINK.

Now that, following King George's example, all the members of the Government have banished alcoholic beverages from their tables, a passage in Spencer Walpole's *Life of Lord John Russell* forms curious reading:—"William IV. was at first very bitter against the Whigs, but gradually softened. On November 28th, 1830, Lord Melbourne wrote to Russell. The King highly approves the day fixed for the opening of Parliament, and begs that everybody will dine with him after the Council, and drink two bottles of wine a man."

SINO-JAPANESE NEGOTIATIONS.

ULTIMATUM PRESENTED.

CHINA'S PROBABLE REPLY.

(FROM OUR OWN CORRESPONDENT.)

PEKING, May 7th.

Mr. Hioki, the Japanese Minister, returned from the Waichiaopu at 4.30 a.m. having presented to the Chinese Minister an Ultimatum which expires on Sunday. The Chinese Minister made no reply.

LATER.

The Ultimatum, which was presented in Japanese, is a lengthy document and gives China till six o'clock on Sunday to agree to the demands contained in it. Japan blames China for asking for the restoration of Tsingtau before the post-bellum settlement had been arranged, and for ignoring the sacrifice of life and treasure by Japan in reducing the fortress.

Japan charges China with ignoring the special rights acquired by Japan in South Manchuria and Eastern Mongolia as the result of the Sino-Japanese and Russo-Japanese wars, and also imputes to the Chinese Government lack of sincerity and frankness. Provided that China accepts the remainder of the demands as formulated, Japan is prepared to withdraw the demands in the fifth group for future consideration, excepting those relating to Fokien, which China has already agreed to consider as a separate question.

There has been a greater exodus of Japanese from the capital to-day.

It is expected that the Chinese Government's reply will be that in order to preserve peace on the East and prevent the suffering of innocent people the demands will be accepted under protest.

ACCEPTANCE OF THE ULTIMATUM.

PEKING, May 8th, 3.20 p.m.

The Ultimatum was accepted by the Chinese Government at 1.30 this morning. In compliance with the request of Mr. Hioki, the Chinese showed him a draft of their reply early on Saturday evening. It included the words: "Except the five articles in Group V." Mr. Hioki insisted on the addition of the words "which are left for discussion."

Three times during the night the Chinese requested the Japanese Minister to agree to the omission of Group V, entirely. The Minister was obdurate, and finally the Chinese submitted.

The Ultimatum was received in Japanese, unaccompanied by a copy in Chinese, which is contrary to diplomatic usage. It enables Japan to state her case to the Powers two days before the Chinese statement can be published.

Japan has hitherto claimed that the articles in Group V represented merely her desires; her insistence upon the inclusion of a reference thereto clearly shows an intention to press for their acceptance at an opportune time.

The Japanese Legation regard the reply as not quite satisfactory but as acceptable.

It is feared that the submission of the Chinese Government may occasion trouble at Shanghai, but the Peking authorities do not fear any local disturbance.

GROUP V.

The articles in Group V. are as follows:—

Art. 1.—The Chinese Government shall employ forceful (authoritative) Japanese advisers in political, financial and military affairs.

Art. 2.—In the interior of China Japanese shall have the right of ownership of land for the building of Japanese hospitals, churches and schools.

Art. 3.—Since the Japanese Government and the Chinese Government have had many cases of dispute between Japanese and Chinese police to settle cases which caused no inconsiderable misunderstanding, it is for this reason necessary that the police of important places (in China) shall be jointly administered (by Japanese and Chinese) or that the (Chinese) police department of those places shall employ numerous Japanese for the purpose of organizing and improving the Chinese Police Service.

Art. 4.—China shall purchase from Japan a fixed ratio of the quantity of munitions of war (say, above 50 per cent.), or Japan shall establish in China a jointly worked arsenal. Japanese technical experts to be employed and Japanese material to be purchased.

Art. 5.—China agrees to Japan's right to build a railway connecting Wuchang with Kukiang and Nanchang. Also a line between Nanchang and Hangchow. Also a line between Nanchang and Chaochow.

Art. 6.—China agrees that in the Province of Fokien Japan shall have the right to work mines and build railways and to construct harbour works (including docks) and in case of employing foreign capital Japan shall be first consulted.

Art. 7.—China agrees that Japanese subjects shall have the right to propagate religious doctrines in China.

NEW MOTOR BOATS.

FOR CANTON AND HONGKONG.

Messrs. Shaw, Watson & Co. have sent to Canton for service there the motor boat *Keachong*, 25 ft. long, 16½ inches extreme draft, and equipped with an 18 horse-power Brooks motor. The boat on trial in Kowloon Bay, with eight persons on board, and in a choppy sea, attained a mean speed of eight knots at 860 revolutions per minute. The boat was built by W. S. Bailey & Co., Ltd., the motor being supplied by the owners.

W. S. Bailey & Co. have also in hand an auxiliary motor boat to the order of Captain P. Goings, the well-known pilot, for his own use in the pilot service of the port.

The vessel is 30 ft. long, 6 ft. 9 ins. beam, and, in addition to mast and sail, is fitted with a 26 horse-power Kelvin motor. The arrangements of the vessel are specially designed by the owner for reliable and efficient dispatch of the duties of a pilot boat.

ROMANCE OF PANAMA.

HOW THE RAILWAY CAME TO BE BUILT AT COLON.

DONKEY, ILL-WIND.

There is an element of romance in the history of the Panama Railway, which has played so important a part in the history of the isthmus and in the initial work of the construction of the famous canal, writes the New York correspondent of "The Standard."

As long ago as 1847 the Colombian Government granted a concession to a Frenchman to make a railway across the isthmus, but he was unable to raise the money even to make a survey, and in the following year the right was transferred to three Americans, William H. Aspinwall, John L. Stephens, and Henry Chauncey.

These promoters had in view the transport of the immigrants bound for the recently opened California country, and Aspinwall already had started a steamship line between Panama and San Francisco. The discovery of gold in California paved the way for the raising of the necessary money for a start.

But railway building in 1850 was far from what it is to-day, and constructing fifty miles across a country which had the reputation of being the most unhealthy in the world was no easy task. After a year's work, when the line had been run only seven miles inland to Gatun, the money gave out altogether, and the promoters did not know which way to turn.

TRIAL OF SPANISH MULE TRAINS.

Then a bad wind and good luck came to the enterprise. A sailing ship, bound for the mouth of the Chagres River, where it was customary to land passengers for a canoe trip up the river to within 15 miles of the Pacific, was unable, on account of storms, to put in there, and instead landed its cargo and human freight at Colon, the starting point of the railway.

The seven miles of railway became popular at once, and despite the high rates charged, the route was so much better and faster than the Chagres River route to the same point that the company prospered and money poured in again. From that day to this the Panama Railway never has passed a dividend, and has paid from 3 to 61 per cent. yearly.

It was in 1850 that the work was begun on the railway, and five years later, on January 28th, the first railway train was run across the continent. The road was a trifle over 17 miles long, and reached a height of 263 ft.

European trade for the Orient went by way of the Isthmus, and Panama was once more a land of plenty. The road followed exactly the trial of the olden Spanish mule trains; but now, instead of carting treasure in the shape of looted gold and jewel, the treasure train carried manufactured goods for far-away countries.

THROUGH NEW COUNTRY.

In 1859 the first railway across the United States was completed, and much of the freight trade and most of the passengers were diverted from the Panama route, but still the line continued to make money. In 1881 the French Canal Company, preparing to start work on the waterway, needed the railway. The Frenchmen found it absolutely necessary, in fact, to carry out their plans, and so they purchased 68,887 of the 70,000 shares of stock for £88 a share and assumed charge of the line.

When the United States in 1904 bought over all the rights to the Canal it obtained this stock, and also bought up by private purchase the remaining shares, so that to-day the Panama Railway is owned by the United States, and is the steamship branch of the service. The line is to-day one of the most complete in the world. The old rails have been replaced with 80 lb. ones, and it is double-tracked most of the way. One hundred ton oil-burning locomotives are used, and the passenger and goods cars are the best made.

As the Panama Canal, like the railroad, is following the original trails of the old adventurers, it has been necessary to relay some of the line, so that to-day it is running partly through a new country. This first railway owned by the United States pays dividends and is run strictly on business principles. Colonel George W. Goethals, the canal builder, is the president, and there never has been a suspicion of any of the graft of the playing of political favourites that everyone said would make a Government-owned system.

WAR NEWS.

PAMPHLETERS DEMANDING A "GREATER GERMANY."

German pamphlet writers are now demanding a "greater Germany," and leading personalities proclaim that the war must end in German territorial expansion. In a German publication it is specified how Germany will enlarge itself. It is not to the north and south that Germany will extend, it says, but east and west. In Poland, the publication states, there is much work for German colonists, and in the North of France German industry will find the ores which are so much needed for its development. Access to the English Channel is afforded Germany through Antwerp. This will greatly benefit the Rhine provinces. In short, the territory now occupied by German soldiers is exactly what is needed to create "a greater Germany."

THE WARM-HEARTED LOYALTY OF IRELAND.

An Irish reader sends us the following extract from a letter recently received by him:—
"The 'old country' is entering heart and soul into the war. There was a little delay at first, owing to the holding up of the Home Rule Bill, but once it became known that England's democracy had fulfilled their part of the bargain by putting the Bill on the Statute Book, it was extraordinary what an outburst of loyalty and good-will towards England was to be witnessed even here in the west. You will remember how the students of the old Royal broke up the great organ of the university when 'God save the King' was played at the 1904 conferring of degrees. Now 'God save the King' and 'Rule Britannia' hold pride of place with 'God save Ireland' and 'The wearing of the Green' in every village band in the country. What a lesson to some of the old colonialists must be this warm-hearted loyalty of a free Ireland and a self-governing South Africa. K— has got a commission. His father (who was a real firebrand Fenian and was in prison for his crime under the Coercion Act in the late 'eighties) is now on the recruiting crusade. There is surely something very humorous in this but what a lesson it must be to those who for so long tried a different medicine on Ireland; though much of that breed will probably be too blind to benefit even by such a lesson."

A GERMAN ACT OF HEROISM AND HUMANITY.

An interesting story is related by a sergeant who won the D.C.M. at Ypres. So many anecdotes reach us concerning the barbarous methods of the enemy that this true story should be refreshing. "Our trenches and those of the enemy were within a few hundred yards of each other," he said. "There had been fighting all day and one British soldier was lying, terribly wounded, between the two trenches. He was out of sight of our men, but visible to the enemy, and his cries for water could be distinctly heard by the Germans. One of his cries reached the ears of a German who, fortunately for the wounded man, was not afflicted with Kultur. "Carrying no arms, and facing a terrific fire, he carried a water bottle to the wounded man, roughly dressed his wounds, and then took him to the English trench. Then he surrendered to the officer in command. "What sort of a man do you think I am?" said the officer. "Do you imagine I shall make a prisoner of you after this splendid act? You shall be taken under escort to your own lines." "I answered the German, 'and if I've got to be shot I'd sooner have it from your men than my own.' "So there was nothing else to be done, and the German's act of heroism and humanity was performed rewarded by arrest. "I have seen the V.C. won three times," concludes the sergeant, "but I've never known it better deserved than by that German."

SHORTAGE OF IRON IN GERMANY.

The following three extracts taken from letters to soldiers are included in one of the letters of the British Eye-witness at Headquarters:—
Dortmund, March 2, 1915. At present we are having a gold collection in the school. As soon as we have 1,000 marks in gold we get a whole holiday; half of this sum has already been collected. Gold must at all costs be brought forward, and yet it is hoarded by many. Solingen, Westphalia, Feb. 20, 1915.—Bread and all articles of food have become dreadfully expensive, and it is hardly possible to find money to pay for them. We have killed our dog 'Mollie'; it tasted extremely nice; Lisbeth refused to eat it. The information about 'Mollie' may be a joke, says Eye-witness, but even so, it shows in what direction thoughts are turning. The last is perhaps the most interesting, as showing to what extent Germany has mobilised her industrial combatants:—
Mannheim, Feb. 28th.—I can tell you, Max, that those who are not at the front have to work like three men, which is not easy. We are making stacks of shells; we also undertake the filling of them. It has been a laughing matter since the departure of the trained hands. At the end of December a gentleman who was employed at the cable factory gave me help, but he went off when the Landsturm was mobilised. The continual rise in prices makes buying difficult. The shortage of pig-iron, probably due to the shortage of ore at the works, is now felt terribly. Despite our efforts we obtain only a small proportion of the monthly closing down required in order to close down. Many materials are requisitioned, and it is difficult to dispose of them. All this is the cause of my troubles. On Feb. 10 I was called to the colours, but I obtained a release up to March 21, as the company certified that my services were indispensable. I am really a soldier on leave. The sentiment expressed in the last sentence is specially enlightening.

HUNS' FEAR OF THE SUFFRAGETTE.

AMUSING LETTER.

DIARIES OF POVERTY.

BY EYE-WITNESS.

Some very illuminating letters have lately been found on prisoners captured at Neuve Chapelle and elsewhere, some of which bring into prominence the truly astonishing credulity of the German population.

MAGDEBURG, February 28th.

Several battalions of Suffragettes have landed at Havre. There are 600 women in each battalion. I want to warn you to be very careful when you meet them. Don't let them scratch out your eyes, and, above all, don't let them capture you. That would shame you before the whole world. England can only last a month without imports, so the blockade will, I hope, soon put an end to the war.

It is a fact that many of the prisoners recently taken have asked when the British Suffragette Corps would arrive at the front! Their idea of the power of the German submarine was evinced by the great anxiety they all expressed lest they should be sunk in crossing the Channel.

Another letter spoke of the sinking of a transport containing 2,000 English soldiers and of ships carrying food supplies. The writer added that in view of these successes he hoped Great Britain would starve before Germany did.

A great many correspondents describe the lack of the necessities of life in Germany and express earnest desires for peace. One says that it must soon come, as Hindenburg has taken 50,000 Russian prisoners. Another expresses a hope that the Field-Marshal will put in an appearance on this front. The general impression gained from his mass of correspondence is that undoubted distress exists among the poorer classes, that great expectations are still entertained of early victory, but that the situation is creating some anxiety and perhaps even a little doubt in some quarters. It is significant, however, that even those who long most earnestly for peace do not appear to contemplate the possibility of purchasing it by the admission of defeat, which to the vast majority appears as remote and unthinkable as ever.

The following afford an insight into the economic situation:—

March 2nd.

Here in Radewisch things look very bad, almost as if we had the war in our own town. But only the poor feel it, things are not arranged as they should be; however, the rich are getting the same amount of bread as the poor—4lb. a week—and often it does not look like bread. The rich buy the meat even if it costs 3s. they can buy it; they buy everything—but the poor cannot afford any more to buy at high prices.

REINSBURG, February 15th.

I can only complain and complain again about the high price of meat and everything, and for a man who earns 12s. a week it is very difficult to make ends meet.

WAR MEANS DREAD.

MUNSTER, February 17th.

Gradually we learn here that war means bread; there is scarcely any to be had in the whole town, just the same as with paraffin. Each grown-up person is allowed half a pound daily of K. Bread, cut in three slices, so that is not much.

KETICH, February 23rd.

With us the situation is so bad that one no longer buys potatoes or bread with one's money. A pound of flour already costs 3d. I am allowed with my child a pound of flour; we also have war bread. A pound of meat costs 1s. 2d., one can't buy any more of it. One is glad not to have six children when one finds trouble in feeding one.

LEIPZIG, February 24th.

Last week they distributed bread tickets to each family. I receive 3lb. of bread for 6d. and Elise gets 2lb. for 4d. This bread was like anything. My bread was all gone by Thursday and I had no bread for Friday, Saturday, and Sunday, and they only gave me more on Tuesday. Potatoes, which used to be 1d., went up to 3d., and now they are 8d. It is a fearful increase. If only the war would stop. What will happen? They are always talking about the victories, but all the same the war does not stop. They might well make peace.

KARLSRUHE, February 10th.

If only this terrible war would stop. It would please many people, for food is becoming more and more expensive, and we can only get 1lb. of flour per week and one small loaf of bread per day that costs three pence.

DITTELSTADT, February 25th.

Everything is terribly dear here. Bread costs 23d. a pound. One cannot get potatoes at all.

"WE CAN'T MARCH WELL NOW."

The following extracts from diaries throw some light on conditions in the war area:—

"The [Brussels] children cry terribly for bread."

"February 7th.—I am billeted at Lille, Rue Gonnot 47. The house is in a fearful state. The Bavarian artillery passed through looting and smashing everything."

"February 19th.—A mile march which tired me. We are not as strong as at the beginning of the war. None of us could do the march we did on the first day; we have been so weakened and strained by six months of war." Many letters speak of hard conditions of life in the trenches, but few of them are really pessimistic in tone, and some are distinctly the reverse. One prisoner, speaking of the effect of the Allies' artillery in recent engagements, said that if we had expended a similar amount of the same ammunition after the battle of the Marne the war would have been over by now. It is evident from letters that men of the Landsturm are now being passed from the depots into units in the front line. One letter from Saxony contains the following:—"It is terrible to see how old men of the untrained Landsturm are being commandeered to serve with arms."

VON DER GOLTZ AND THE DARDANELLES.

"IMPREGNABLE DEFENCES."

Karl Wiegand, the Berlin correspondent of the *New York World*, interviewed Field-Marshal von der Goltz recently, and was informed by that personage that the Dardanelles were virtually impregnable. The correspondent saw the Field-Marshal in his villa at Grinewald, upon his arrival from Constantinople, on a special mission from the Sultan to the Kaiser.

Von der Goltz argued that the medium-calibre guns in the Dardanelles forts had proved surprisingly effective, and "even the heavy armour of the battleships, apparently, did not withstand the shells and high-angle firing of these guns." So, at least, says Von der Goltz, though the American despatches indicate the contrary.

"Then there are the mines," continued the Field-Marshal. "So far none of the ships has ever reached the first real mine barrier."

"Is it true that one or more of the ships penetrated sixteen miles up the Dardanelles?" was the interviewer's next question, and the answer flashed back, back, "No, they did not get quite so far. That's a bit overestimating it."

Field-Marshal von der Goltz appeared to think that, without the co-operation of an unusually large landing force, the Fleet could not take the Dardanelles. On this point he asked, "Where are the Allies going to bring such a force from without seriously weakening themselves elsewhere?"

250,000 TURKS IN ARMS.

According to the bellicose Field-Marshal, who, Karl Wiegand says, looked fresh and chirpy despite the fatiguing journey, Turkey has placed a quarter of a million men in arms, and there is a new spirit in the Turkish people. The Turks feel they are fighting for the independence of their country.

Von der Goltz declared that Turkey had no intention of touching the autonomy of Persia or Egypt and was not waging a war of conquest, but wanted to break the British domination and influence, especially in Egypt. He characterised the Turkish attack on the Suez Canal as being more in the form of a reconnaissance in force, which did all it was expected to accomplish. Despite the tremendous difficulties encountered in the desert, the Turkish force will not be withdrawn, he says, but will remain constantly near, keeping the British uneasy.

The Field-Marshal said the British were defending Suez very cleverly, with floating batteries co-operating with the troops.

Asked about the reports that Russians had annihilated several army corps of the Turks in the Caucasus, he laughed and said that only in one small section had the Russians secured a foothold in Turkish territory. The situation in the Caucasus was much like that in France and Belgium, both sides having dug themselves in, and waiting for the spring. The suffering among both the Turks and the Russians had been terrible in the cold winter.

GERMAN ARMY'S LOSSES.

DEPLETION OF CORPS OF OFFICERS.

NEARLY 10,000 KILLED.

The following official statement was issued in Paris, on April 6th:—
The total of the figures given by the different casualty lists published up to the present by the German General Staff makes it possible to calculate how the German Officers' Corps has suffered since the beginning of the war. The results are summarized in the table given below:—
The figures of the effectives on a peace footing include officers, on the Active List, Reserve officers, and Landwehr officers. The figures of the losses have been brought up to March 15th, but it ought also to be noted that a certain number of officers killed, wounded, or missing before that date do not yet appear in the published lists.

EFFECTIVES ON PEACE FOOTING.

Generals	480
Infantry	33,154
Cavalry	7,063
Artillery	12,108
Total	52,805

CAUALITIES.

Wounded	18,149	8,004	26,753
Killed	981	261	1,242
Artillery	2,264	912	3,176
Total	21,394	9,955	31,276

The total German losses in officers thus considerably exceed half their effectives. The wastage of effectives of the German Army was dealt with in the instalment of the French official review of the first six months of war which appeared in *The Times* on May 29th. This wastage, it was stated, was easy to establish. We have for the purpose two sources—the official lists of losses published by the German General Staff and the notebooks, letters, and archives of soldiers and officers killed and taken prisoners. These different documents show that, by the middle of January, the German losses on the two fronts were 1,600,000 men. These figures are certainly less than the reality, because, for one thing, the sick are not counted, and, for another, the losses in the last battle in Poland are not included. Let us accept them, however; let us accept also that out of these 1,600,000 men 500,000—this is the normal proportion—have been able to rejoin after being cured. Thus, the final loss for five months of the campaign has been 1,100,000 men, or 260,000 men per month. These figures agree exactly with what can be ascertained when the variations of effectives in certain regiments are examined.—*The Times*.

SHIPPING IN PORT.

STEAMERS.

ANSHU, British str., 1,355, G. W. Eddy, 7th May—Shanghai 4th May, General.—Butterfield & Swire.
BOYARIN, Russian str., 985, Baiding, 6th May—Haiphong 3rd May, Rice and General.—Chinese.
BOULEZ, Norwegian str., 869, T. A. Johnson, 6th May—Bangkok 27th April, Rice.—Chinese.
CHENHU, British str., 1,350, J. Y. Sidford, 7th May—Manila 4th May, General.—Butterfield & Swire.
CHANGKOW, British str., 1,933, G. Morse, 28th April—Bangkok 18th April, General.—Butterfield & Swire.
CHENAN, British str., 1,354, W. L. Jones, 5th May—Shanghai 3rd May, General.—Butterfield & Swire.
CHONGSHING, British str., 1,989, V. MacLiddell, 6th May—Wei-hai-wei 30th April, General.—Jardine, Matheson & Co.
CHONGHAI, British str., 1,199, T. M. Meyer, 2nd May—Saigon 28th April, Rice—Jardine, Matheson & Co.
CHUYUK, Chinese str., 477, Ross, 4th May—Shanghai 30th April, General.—Chinese.
CHOYANG, British str., 1,424, Holmwood, 3rd May—Shanghai 22nd April, General.—Jardine, Matheson & Co.
CHONGKING, British str., 1,011, Rees Lewis, 19th April—Swatow 14th April.—Butterfield & Swire.
DAON, Norwegian str., 897, A. I. Salvesen, 6th May—Bangkok 26th April, Rice.—Chinese.
DAIYU, Japanese str., 669, K. Murakami, 28th April—Swatow 27th April, General.—Osaka Shosen Kaisha.
DAIYA, Japanese str., 2,759, Y. Goto, 17th April—Wakamatsu 11th April, Coal.—Mitsui Bussan Kaisha.
DEMODOCS, British str., 4,263, A. E. Dodd, 7th May—Singapore 2nd April, General.—Butterfield & Swire.
FOORSANG, British str., 1,987, T. A. Mitchell, 7th May—Mojil 2nd May, General.—Jardine, Matheson & Co.
FUKU, Japanese str., 3,609, H. Cheshaki, 30th April—Mojil 23rd April, Coal.—Mitsui Bussan Kaisha.
HALOTIS, Dutch str., 1,070, Bakker, 6th May, Bulk Oil.—Asiatic Petroleum Co.
HONG BEE, British str., 2,035, Ogden, 14th April—Singapore 9th April, General.—Chinese.
KAIJO, Japanese str., 2,015, Y. Yamamoto, 5th May—Swatow 4th May, General.—Osaka Shosen Kaisha.
KWONGSANG, British str., 1,423, W. J. Richard, 4th May—Saigon 30th May, Rice—Jardine, Matheson & Co.
MEXICO, British str., 7,000, N. A. Starkey, 5th May—Saigon 1st May, Rice and Flour.—Chinese.
NELEIS, British str., 4,260, D. Maclean, 6th May—Liverpool 2nd April, General.—Butterfield & Swire.
PHUYEN, French str., 1,264, Rebault, 7th May—Saigon 2nd May, Rice.—Bradley & Co.
SHIJO, Japanese str., 4,855, Y. Maki, 3rd May—Mojil 26th April, Coal.—Toyo Kisen Kaisha.
SHIMOYU, Japanese str., 3,220, Wm. C. S. Finner, April 26th—San Francisco April 2nd, General.—Toyo Kisen Kaisha.
SINGAPORE, British str., 1,053, H. Trowbridge, 7th April—Newchwang 29th April, General.—Butterfield & Swire.
SOSEU, Japanese str., 1,116, Kobayashi, 7th May—Swatow 6th May, General.—Osaka Shosen Kaisha.
TAKASHI, Chinese str., 1,200, Westerland, 28th April—Shanghai 24th April, General.—Chinese.
TAKSANG, British str., 977, R. A. Nethens, 27th April—Shanghai 23rd April, General.—Jardine, Matheson & Co.
TAYO, Japanese str., 1,630, T. Furumoto, 29th April—Dairen 23rd April, General.—Coal.—Mitsui Bussan Kaisha.
TSINGTAI, Japanese str., 1,220, K. Tsinogai, 28th April—Chingwangtao 19th April, Coal.—Dodwell & Co.
TIMANORE, Dutch str., 3,510, A. W. La Kory, 6th April—Batavia, General.—Java-China-Japan Lijn.
TULIOWONG, Dutch str., 3,061, A. Oldenburgh, 28th April—Saigon 22nd April, Rice and Wood.—Chinese.
TOMI, Japanese str., 2,307, J. Ikeda, 25th April—Vladivostok 20th April, Beans.—Mitsui Bussan Kaisha.
VARG, Norwegian str., 873, J. Jobson, 30th April—Kinnar 23rd April, Rice and General.—Chinese.
WIMBLEDON, British str., 2,438, J. Canell, 28th April—Chingwangtao 19th April, Coal.—Dodwell & Co.

FORTHCOMING EVENTS.

TO-DAY.

11.30 a.m.—Canton Insurance Office, Ltd., Meeting of Shareholders.
4 p.m.—Hongkong General Chamber of Commerce Meeting of Importers at the Secretary's Office, New Govt. Buildings.
5.15 p.m.—Hongkong Club Extraordinary General Meeting in the Club House.

Saturday, 15th May—
9.15 p.m.—Two Concerts at the Theatre Royal.
Monday, 17th May—
9.15 p.m.—Two Concerts at the Theatre Royal.
Saturday, 22nd May—
Noon—Hongkong Electric Co., Ltd., Meeting of Shareholders.

"MONTERRAT" Lime Juice, imported from London, is the healthiest drink in the hottest weather.—*Adv.*

[349-1]

PRINTING.

Nothing creates such a good impression as business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally all.

THE "HONGKONG DAILY PRESS" PRINTING WORKS.

Turn out the Best Printing at Reasonable Prices.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BOMBAY, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong: Connecting with "SURAT" 17th June. From Colombo: 17th June.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 15th June.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted With WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

"ELLERMAN" LINE.

JAPAN, CHINA AND STRAITS

MARSEILLES, LONDON AND LIVERPOOL.

For Marseilles and London: "KALOMO" ... On 16th May

... "CITY OF NEWCASTLE" On 27th May

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

GENERAL AGENTS.

Hongkong, 13th March, 1915.

[363]

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR: JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOO DOCK."

Telephone No. 212. [330]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
* TJIKEMBANG	JAPAN	12th May.	JAVA	13th May.
TJILIWONG	—	In port	JAVA	15th May.
TJIBODAS	SHANGHAI	19th May.	JAVA	21st May.
TJIKINI	—	2nd half of May.	—	—
* TJIMANOR	JAPAN	26th May.	JAVA	28th May.
TJILATJAP	JAVA	2nd half of May.	JAPAN	—

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 10th May, 1915.

Telephone No. 1574.

[8]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, Etc.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOONGHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE

SHIPPING

ARRIVALS.

ALBANA, British str., 2,297, Wm. Dunbar, 9th May—Chingwantao 2nd May, Coal—Doddwell & Co.
CHONGHONG, British str., 1,150, J. Doyle, 7th May—Port Pasewal 4th May, Limestone—Shewan, Tomes & Co.
CHUNG KING, British str., 1,810, Ross, 9th May—Swatow 8th May, Rice—Butterfield & Swire.
DAIJI MARU, Japanese str., 846, S. Tokushige, 8th May—Haiphong 6th May, Rice—Osaka Shosen Kaisha.
HACHINO, British str., 1,267, W. C. Passmore, 9th May—Swatow 8th May, General—Douglas LaPrak & Co.
HAKO, French str., 730, Ch. Le Chevalier, 9th May—Haiphong 7th May, General—Marty & Co.
HINANO, British str., 1,985, A. C. Kennedy, 9th May—Sandakan 3rd May, Timber—Jardine, Matheson & Co.
HUPPI, British str., 1,200, C. P. Cole, 9th May—Bangkok 1st May, Rice—Butterfield & Swire.
IMARU MARU, Japanese str., 2,850, T. Wakazawa, 9th May—Moji 3rd May, General—Osaka Shosen Kaisha.
KANSAI, British str., 1,143, Monkman, 9th May—Saigon 4th May, Rice—Butterfield & Swire.
KAYONG, British str., 870, Henry Evans, 7th May—Haiphong 6th May, General—Butterfield & Swire.
KENTON, British str., 3,074, J. H. Collier, 9th May—Yokohama 6th May, General—Butterfield & Swire.
KUNSHAN, Chinese str., 2,315, Stewart, 9th May—Shanghai 6th May, General—Chinese.
KWEILIN, British str., 1,072, McCarthy, 8th May—Saigon 2nd May, Rice—Butterfield & Swire.
LOKASO, British str., 970, D. W. Ritchie, 8th May—Haiphong 6th May, General—Jardine, Matheson & Co.
NAGASAKI, Japanese str., 917, Y. Nakano, 8th May—Bangkok 4th May, Rice—Doddwell & Co.
NIMA, British str., 3,397, G. F. Lyndon, 8th May—Rangoon 21st April, General—P. & O. S. N. Co.
ROJON MARU, Japanese str., 3,001, Y. Yamaguchi, 8th May—Bali 1st May, General—Doddwell & Co.

DEPARTURES.

CHONGHONG, British str., for Canton, 8th May.
CHONGHONG, Brit. str., for Port Pasewal, 8th May.
CHENAN, British str., for Shanghai, 8th May.
DAIJI, Norwegian str., for Bangkok, 8th May.
INVER, British str., for New York, 8th May.
JINSEI MARU, Jap. str., for Singapore, 8th May.
KASHING, British str., for Haiphong, 8th May.
NAMHANG, British str., for Shanghai, 8th May.
NUBIA, British str., for Shanghai, 8th May.
PATONG, British str., for Newchwang, 8th May.
PHOMETHU, Brit. str., for Bangkok, 8th May.
TELEMACHUS, Brit. str., for Saigon, 8th May.
UNIKI MARU, Jap. str., for Chinampo, 9th May.
CHUSHING, British str., for Hongkong, 9th May.
DEMOCRUS, British str., for Yokohama, 9th May.
FACHING, Chinese str., for Shanghai, 9th May.
GLENLOGAN, British str., for Shanghai, 9th May.
LOONGSANG, British str., for Manila, 9th May.
NEBUS, British str., for Kutchinotzu, 9th May.
SINGAN, British str., for Canton, 9th May.
YATSHING, British str., for Singapore, 9th May.

SHIPPING REPORT.

The British str. *Hatching* reports: Light breeze overcast and hazy weather. The British str. *Hinsang* reports: Fine weather to within 50 miles of Hongkong, then overcast and misty weather, with heavy rain squalls.

PASSENGERS.

Per *Hatching*, from Swatow, for Hongkong, Consul Mr. H. Feer, Mr. T. Hirato, and Mr. Tonaka.
Per *Nubia*, from London, Mrs. Rayner and infant, Dr. and Mrs. W. J. Woodman and infant, Mrs. Woodman, Master Woodman, Capt. E. W. Schenk, Mr. G. H. Davis, Mr. J. C. Oswald, Mr. Thomas Meek, Mrs. J. W. Lawson, Mr. C. M. Anderson, Mr. T. A. Howard, from Gibraltar, Mr. F. W. Bone and C. S. Hurst.

LATEST STEAMER MOVEMENTS.

The str. *Jayna* sailed from Calcutta on the 6th inst., and may be expected here on or about the 20th inst.
The str. *Sanyola* from Shanghai, Yokohama, and Kobe left Moji on the 8th May, and may be expected on or about 13th May, a.m.

VESSELS EXPECTED.

AUSTRALIAN MAIL.
The E. & A. str. *St. Alban*, which left Sydney on 21st April for this port, is due to arrive at Manila on the 11th May, a.m.
MERCHANT STEAMERS.
The P. & O. str. *Nagaya* left Singapore for this port on the 8th instant at 8 a.m., and is due here on the 11th instant at about 8 a.m.
INDO-CHINA STEAM NAVIGATION CO.
Hinano, from Sandakan, is due in Hongkong 9th May.
Kutsang, from Calcutta, is due in Hongkong 15th May.
SHIRE LINE, LIMITED.
Monmouthshire, from London, is due in Hongkong 19th May.
Marionethshire, from London, is due in Hongkong 20th May.

DIRECTORY

OF
PROTESTANT MISSIONARIES
FOR
CHINA, JAPAN AND COREA.
On Sale at the
HONGKONG DAILY PRESS OFFICE
and Local Bookellers.
Price:
Cloth Cover ... \$1.25
Paper ... 0.80
Hongkong, 21st January, 1915

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

ORIGINATOR	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NEWBANK	Brit. str.	1 m.	A. B. Garwood, R.M.S.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c.	NELORE	Brit. str.	1 m.	J. Garud, R.M.S.	P. & O. S. N. Co.	About 12th inst.
MARSHALLS, LONDON & LIVERPOOL	MONMOUTHSHIRE	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 5th June.
MARSHALLS, LONDON & SINGAPORE, &c.	KALONG	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
MARSHALLS VIA PORTS	MITAZAKI MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 1 p.m.
VICTORIA, B.C., & TACOMA VIA S.M.A. & JAPAN	NHEA	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 3 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SEATTLE MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	AWA MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MIDDLEHAM CASTLE	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINTO MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERSEA	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOBEA	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th July, at 10.30 a.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 12th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHITO MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 11 a.m.
DELAGO BAY, DURBAN, EAST LONDON, &c.	HIYACHI MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 2nd inst.
JAPAN	TUJATAP	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 10 a.m.
SHANGHAI VIA WEIHAIWEI	CHONGSHING	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	HIYANO MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
SHANGHAI	ANBU	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAOYA	Brit. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 p.m.
SHANGHAI	LIANGKOW	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI, MOJI & KOBE	BANGKOW MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI, MOJI & KOBE	TOGA MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI, MOJI & KOBE	KANGKOW	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI, MOJI & KOBE	CORDILLER	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	LUOHOW	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	SOHJI MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	KAIJO MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	BANGKOW	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	HATMAN	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	CHINEA	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	CHINEA	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	TAMING	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	LOONGSANG	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	TIKIMBARANG	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	INAO MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	KANAGAWA MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	KUNSHANG	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	POKOSANG	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	SANGOLA	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	COLOMBO MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	SALAMIS	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	KATONG	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	CHONGSANG	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	HIYANG	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	DAIJI MARU	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	SUNGKILANG	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SHANGHAI	TAKSANG	Jap. str.	1 m.	Takanaka	JARDINE, MATHESON & Co., Ltd.	On 15th inst.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
TIENTSIN via WEIHAIWEI "CHEONGSHING" Wed., 12th May, 11 a.m.
BOHGOV "LOKSANG" Wed., 12th May, 8 a.m.
SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Wed., 12th May, 3 p.m.
HAIPHONG "TAKSANG" Sat., 15th May, 11 a.m.
SANDAKAN "HINSANG" Sat., 15th May, Noon.
MANILA "YUENSANG" Sat., 15th May, 3 p.m.
SINGAPORE, PENANG & CALCUTTA "KUMSANG" Sat., 15th May, 3 p.m.
MANILA "LOONGSANG" Sat., 15th May, 3 p.m.

The Steamers "KUMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. This service is supplemented by the "YATSHING", "KUMSANG", and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning via Kobe to Hongkong. Time completed 3 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Kutchin, Lahad Dato, Singapore, Tawau, Brunei, and Labuan.
Telephone No. 215, Sub. Exch. 4.
Freight or Passage, apply to
HONGKONG, 10th May, 1915. JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.

Telephone No. 215. AGENTS:
HONGKONG, 16th April, 1914.

THE ROYAL MAIL STEAM
PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.
"SHIRE" LINE SERVICE—HOMEWARDS.
LONDON "MONMOUTHSHIRE" On 6th June.
TRANS-PACIFIC SERVICE.
REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.
JARDINE, MATHESON & Co., Ltd.
HONGKONG, 25th February, 1915. AGENTS

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 16000 tons SIBERIA 20000 tons
CHINA 10000 tons NILE 10000 tons
PERSIA 9000 tons
Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco
"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe
PERSIA (via Manila) Sailing TUESDAY, 18th May, at Noon
KOREA WEDNESDAY, 23rd May, at 1 p.m.
SIBERIA TUESDAY, 1st June, at 1 p.m.
CHINA (via Manila) TUESDAY, 15th June, at Noon
These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large plate-room, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, billiard, croquet, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is our first consideration.
For further information, rates, literature, schedules, etc., apply to
R. O. MORTON, AGENT,
KING'S BUILDINGS.
TEL. NO. 141.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large plate-room, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, billiard, croquet, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is our first consideration.
For further information, rates, literature, schedules, etc., apply to
R. O. MORTON, AGENT,
KING'S BUILDINGS.
TEL. NO. 141.

S.S. "AMAZONE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 10th inst., at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 14th inst., or they will not be recognized.
All damaged packages will be examined on 10th inst., at 10 a.m.
No Fire Insurance has been effected.
P. THOMAS, Agent.
Hongkong, 3rd May, 1915.

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, IMMINGHAM, LONDON, GENOA, COLOMBO AND STRAITS.

THE Steamship

"GLENLOGAN"

Captain E. J. Stallard, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 12th inst., at 10 a.m.
All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 5th May, 1915.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERHIAH GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"NUBIA"

Captain A. B. Garwood, R.M.S., carrying His Majesty's Mail, will be despatched from this port for BOMBAY on THURSDAY, the 20th May, 1915, at Noon taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOULTAN" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "ATLANTA" due in London on the 2nd July, 1915.
Passes will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 8th May, 1915.

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PANAMA CANAL.

S.S. "MIDDLEHAM CASTLE" about end of May.

FOR NEW YORK VIA SUMA CANAL.

S.S. "SAINT RONALD" Early in July.

For Freight and further information, apply to
DODWELL & Co., Ltd., Agents.
Hongkong, 6th May, 1915. [336]

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, May 9th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.01	29.84	29.83
Temperature	73	73	81
Humidity	86	59	83
Wind Direction	East	East	South
Force	0	1	1
Weather	0	0	0
Rain	—	1.17	—

Highest open air Temperature on 8th ... 73

Lowest open air Temperature on 8th ... 71

HONGKONG TIDE TABLE.

From 10th to 16th May.

Day of Week	Hour of Day	High Water		Low Water	
		H'cong. Mean Time	Height	H'cong. Mean Time	Height
Mon.	10	h. 7.4	5.5	h. 0.35	2.1
		m. 7.25	5.3	m. 1.15	2.6
Tues.	11	h. 7.27	5.8	h. 1.8	2.3
		m. 7.17	5.1	m. 1.58	2.1
Wed.	12	h. 7.50	6.2	h. 1.38	2.6
		m. 7.40	5.5	m. 2.38	1.6
Thurs.	13	h. 8.15	6.0	h. 2.6	1.2
		m. 8.05	5.3	m. 3.17	1.2
Fri.	14	h. 8.32	6.8	h. 3.31	2.9
		m. 8.22	6.1	m. 3.56	1.0
Satur.	15	h. 8.53	7.0	h. 2.63	3.1
		m. 8.43	6.3	m. 4.36	0.9
Sun.	16	h. 9.17	7.1	h. 3.10	3.2
		m. 9.07	6.4	m. 5.17	0.9

ON SALE

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD

LEAF, BAY, SILVER (From 1900), and other Useful Information.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAGOYA Capt. A. B. Garwood, R.N.R.	About 12th May.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, and FORT SAID, MARSEILLES	NELLORE Capt. J. Gantt, R.N.R.	About 12th May.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	NUBIA Capt. A. B. Garwood, R.N.R.	Noon. 20th May.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th May, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	REMARKS
HONGKONG, PAKHOI and HAIPHONG	"KAIFONG"	On 11th May, 11 A.M.	
MANILA, Cebu and ILOILO	"CHINCHUA"	On 11th May, 4 P.M.	
SHANGHAI	"ANHUI"	On 11th May, 4 P.M.	
HAIPHONG	"SUNGKIANG"	On 13th May, 11 A.M.	
SHANGHAI	"LIANGCHOW"	On 13th May, 4 P.M.	
SHANGHAI	"KANCHOW"	On 16th May, 11 A.M.	
MANILA, Cebu and ILOILO	"TAMING"	On 18th May, 4 P.M.	
SHANGHAI	"LUCHOW"	On 18th May, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANGUI"

MANILA LINE—TWIN-SCREW STEAMERS "OHINUA" "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra Skids-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI" and "CHINCHUA" and the S.S. "KANCHOW" "LIANGCHOW" "LUCHOW" and "YINGKOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 10th May, 1915. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 11th May, at 1 P.M.
"HAIMUM"	Capt. A. H. Stewart	FRIDAY, 14th May, at 1 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 18th May, at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & Co.,
General Managers.

Hongkong, 10th May, 1915.

BRITISH INDIA S. N. CO., LTD.

A PCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "SANGOLA" 5,184 tons, Captain. Milne, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 28th April, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 15th May, 10 A.M.	On 15th May, 10 A.M.
ALDENHAM	On 28th May, 10 A.M.	On 28th May, 10 A.M.
STALBANS	On 11th May, 10 A.M.	On 22nd June, 10 A.M.
EMPIRE	On 28th June, 10 A.M.	On 17th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

2

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots	TUES., 11th May.
CHIYO MARU	22,000—21 knots	TUES., 8th June.
TENYO MARU	22,000—21 knots	TUES., 29th June.
NIPPON MARU	11,000—19 knots	TUESDAY, 13th July.

Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.

Manila at 10.30 A.M.

FIRST CLASS TO LONDON	£271.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " " " £96.10.
" " " " SAN FRANCISCO	£45. ...	" " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, GALAPAGOS, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—15 knots	Wedday, 12th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291.

[216]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMERS	TO	REMARKS
SHANGHAI, KOBE AND YOKOHAMA	CORDILLERE	On 17th May.	
MARSEILLES VIA PORTS	NERA	On 15th May, at 1 P.M.	

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.
In Connection with
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA SHANGHAI, NAGASAKI, KOBE,
YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	FRIDAY, 14th May, at 7 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure, etc. in Perils.

FOR BOMBAY, VIA SINGAPORE, AND COLOMBO.

Steamer	Captain	Leaving
"INAH MARU"	Captain	10th May, at 7 A.M.
FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.		
"KAIJO MARU"	Y. Yamamoto	SUNDAY, 10th May, at Noon.
"DAIJIN MARU"	K. Murekami	SUNDAY, 16th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WEDNESDAY, 13th May, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"DAIGO MARU"	S. Tokushige	TUESDAY, 11th May, at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

114

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES if calling	Due at London
May 24 June 7 June 21 July 19	NUBIA ORIENTAL MALTA SARDINIA NUBIA ORIENTAL MALTA SARDINIA NUBIA	about May 16 June 1 June 15 June 29 July 13 July 27 Aug. 10 Aug. 24 Sept. 7	about May 20 June 5 June 19 July 3 July 17 July 31 Aug. 14 Aug. 28 Sept. 11	MOOLTAN MOULAVIA MAYP MEDINA MONGOLIA MALWA PERSIA MALOJA	June 19 July 3 July 18 Aug. 1 Aug. 15 Aug. 28 Sept. 11 Sept. 25 Oct. 9	June 26 July 11 July 26 Aug. 8 Aug. 23 Sept. 4 Sept. 18 Oct. 2 Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F.A.B.E.

The Rates to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Accommodation	Single	Return	Return
LONDON	£105.	£64.	£48.	£44.	£66.	£105.	£66.
MARSEILLES	£93.	£60.	£46.	£42.	£63.	£93.	£63.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES if calling	Due at London
NELLORE	about	about	about	about	about	about
NAGOYA	May 24	June 3	June 9	June 15	June 17	June 25
KARMA	June 21	July 1	July 7	July 13	July 15	July 23
KASHGAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £91, Return £131. 2nd Saloon £53, Return £85. 3rd Saloon £27, Return £45.

FARES TO MARSEILLES: 1st Saloon £50, Return £80. 2nd Saloon £33, Return £53. 3rd Saloon £17, Return £27.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYASAKI MARU Capt. Terauchi	18,000	THURSDAY, 15th May, at Noon.
	KITANO MARU Capt. F. E. Cope	18,000	THURSDAY, 23rd May, at Noon.
VICTORIA, H.O. and SEATTLE via KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU Capt. T. Mori	12,500	TUESDAY, 18th May, at 4 P.M.
	SHIDZUOKA MARU Capt. Terauchi	12,500	THURSDAY, 27th May, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU Capt. Tomisaga	15,500	TUESDAY, 18th May, at 11 A.M.
	TANGO MARU Capt. K. Soyeda	13,500	TUESDAY, 15th June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	COLOMBO MARU Capt. Sakamoto	8,000	SATURDAY, 15th May.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KANAGAWA MARU Capt. Higo	12,500	THURSDAY, 27th May.
SHANGHAI, KOBE and YOKOHAMA	TOSA MARU Capt. Takano	12,000	SATURDAY, 15th May.
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Nomura	8,000	THURSDAY, 13th May.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Soyeda	13,500	SATURDAY, 15th May, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	HIRANO MARU Capt. Fraser	16,000	TUESDAY, 11th May, at 4 P.M.

5* Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
MIYASAKI MARU	18,000 Tons	Thurs., 15th May
KITANO	18,000	Thurs., 20th May
FUSHIMI	25,000	3rd June
HIRANO	16,000	17th June
KATORI	22,000	1st July

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
AWA MARU	12,500 Tons	Tues., 18th May
AKI	12,500	Thurs., 15th June
TAMRA	12,500	Thurs., 19th June
SHIDZUOKA	12,500	Thurs., 27th June

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

14

POST OFFICE NOTICE.

Much inconvenience and delay in the delivery of Correspondence is caused by residents who change their addresses failing to notify the General Post Office Residents arriving in or leaving the Colony or changing their address in the Colony are requested to notify the clerk at the Poste Restante General Post Office of the change of address at the earliest opportunity.

On and after the 5th inst., the undermentioned Letter Boxes will be cleared as follows:—

Box No.	Locality.	Week-days.					Sundays &
		Time of Clearance.					Holidays.
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
*45.	Hill Road and Queen's Road West	8.45	10.45	12.45	2.45	4.45	8.45
*42.	Hongkong University	8.55	10.55	12.55	2.55	4.55	8.55
*40.	Robinson Road and Basington Path	9.10	11.10	1.10	3.10	5.10	9.10
*41.	Babington and Oakland Paths	9.30	11.20	1.20	3.20	5.20	9.30
*43.	Robinson Road and Bonham Road	9.25	11.25	1.25	3.25	5.25	9.25

* New Letter Boxes.

INWARD MAILS.

[illegible]

OUTWARD. MAILS.

FOR	PER	DATE
Hoihow, Pakhoi and Haiphong...	Kaifong ...	Tuesday, 11th, 10.00 A M
SHANGHAI, NORTH CHINA, JAPAN, via NAGA- SAKI, ROKUSUKI, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO, and UNITED KINGDOM via CANADA ...	Shingo Maru ...	Tuesday 11th, Registration ... 10.16 A M Letters ... 11.00 A M
(EUROPE via SIBERIA) ...		
Tientsin-Pukow Railway Shanghai Brit. P.O. Saturday, 16th inst.		
Swatow, Amoy and Foochow ...	Faiching ...	Tuesday, 11th, Noon
Philippine Islands ...	Chitabua ...	Tuesday, 11th, 3.00 P M
Shanghai and North China ...	Anhui ...	Tuesday, 11th, 3.00 P M
Shanghai, North China and Japan via Kobe ...	Hirano Maru ...	Tuesday, 11th, 3.00 P M
Hoihow ...	Lotsang ...	Tuesday, 11th, 4.00 P M
Weihaiwei and Tientsin ...	Cheongching ...	Tuesday, 11th, 4.00 P M
Japan via Moji, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Arica, Iquique, Valparaiso and Coronel ...	Seiyo Maru ...	Wednesday, 12th, 11.00 A M
Straita and India via Calcutta ...	Kookang ...	Wednesday, 12th, 2.00 P M
Haiphong ...	Sungkiang ...	Thursday, 13th, 10.00 A M
Straita, Ceylon, Marseilles & United Kingdom Batavia, Samarang, Soerabaya and Port Morey (via Batavia) ...	Myasuki Maru ...	Thursday, 13th, 11.00 A M
Shanghai and North China ...	Tyikembang ...	Thursday, 13th, 11.00 A M
Swatow, Amoy and Foochow ...	Liangchow ...	Thursday, 13th, 3.00 P M
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., Tacoma, and United Kingdom via Canada ...	Haimun ...	Friday, 14th, Noon
Batavia, Samarang, Soerabaya, Macassar, and Port Morey (via Batavia) ...	Seattle Maru ...	Friday, 14th, 1.00 P M
Timor, Australia, New Zealand, Tasmania, via Port Darwin and New Guinea via Thursday Island ...	Tyikisong ...	Friday, 14th, 3.00 P M
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA) ...		
[Tientsin-Pukow Railway Shanghai Brit. P.O. Wednesday, 18th inst.]		
Swatow, Amoy and Foochow ...	Eastern ...	Saturday, 15th, Registration ... 9.15 A M Letters ... 10.00 A M
Shanghai and North China ...	Kanchow ...	Saturday, 15th, Registration ... 3.15 P M Letters ... 4.00 P M
Philippine Islands ...		
	Haitan ...	Tuesday, 18th, Noon
	Isabou ...	Tuesday, 18th, 3.00 P M
	Taming ...	Tuesday, 18th, 3.00 P M

BRANTS, BURMAN, CHYLOU, ADELAIDE,	Printed Matter and Sam
WESTERN AUSTRALIA, INDIA, ADEN,	ples ... 10.00 A
EGYPT AND EUROPE	Registration ... 10.15 A
The Parcel Mail will be closed	Registration, Knowle
at Thursday 20th inst. at 5 p.m. ...	B.O. ... 9.30 A

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.00 A.V.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shatinok, Shatin, and Sheungshui	4.00 P.M.	—
Aberdeen, Auen, Ping Shan, Sai Kung, Santis, Stanley	4.30 P.M.	—
Canton, Wuehow and Sam Shui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	8.15 A.M.
Kongmoon and Kumehek	Except Saturdays 6.00 P.M.	5.00 P.M.
Manakand Banmel	10.00 A.M. 4.00 P.M.	9.00 A.M.

WM. C. JACK & CO., LTD.
14, DES VŒUX ROAD. HONGKONG.

**SUPPLY ALL KINDS OF MACHINERY AND ELECTRICAL PLANT FOR
LIGHTING OF TOWNS, FACTORIES AND PRIVATE RESIDENCES.**

Agents for W. E. WATSON'S.

Marine Bearing Metal, for the
Heaviest Marine or Locomotive
Bearings.

Bearings

BUILDERS OF RIVER STEAMERS, MOTOR BOATS AND LAUNCHES

DECK PLAN OF OUR HARBOUR MOTOR BOAT "JESS."

Estimates and Plans Submitted for—
ELECTRICAL EQUIPMENT.
MACHINE TOOLS.
STEAMERS AND LAUNCHES.
DREDGES AND LIGHTERS.
Engines and Boilers.
PUMPING AND IRRIGATION MACHINERY.
RAILWAY ROLLING STOCK AND EQUIPMENT.
MEAT.
Electro-Plating and Electric Repair Shops, WANCHAI.

582



BANKS

**HONGKONG AND SHANGHAI
BANKING CORPORATION**

Paid-up Capital	...	...	...	\$15,000,000
Reserve Funds:—				
Sterling				
£1,500,000 at 2/—				\$15,000,000
Silver	...	...	...	\$18,000,000

	\$33,000,000
Reserve Liability of Propriators	\$15,000,000

COURT OF DIRECTORS.
HON. MR. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.

S. H. DODWELL, Esq.	P. H. HOLYOAK, Esq.
G. T. M. EDKINS, Esq.	J. A. PLAMMER, Esq.
J. GILLES, Esq.	W. M. F. STOKER

C. S. Gubbay, Esq. J. H. M. E. Sheppard, Esq.
CHIEF MANAGER:
Hongkong—N. J. STABS.
MANAGER:
Shanghai—A. G. STEPHEN.
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
BANK LIMITED

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,

Chief Manager.
[9

Hongkong, 11th November, 1814.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital	£1,500,000
Subscribed	1,125,000
Paid-up "	682,500
Reserve Fund	500,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business
transacted.
INTEREST allowed on Current A

count at 8 per cent. per annum on Daily Balance and on Fixed Deposits at rate which may be ascertained on application.
A. B. LINTON,
Manager.
Hongkong, 10th July, 1918. [110]

NEDERLANDSCH-INDISC
HANDELSBANK.

NETHERLANDS INDIA COMMERCIAL BANK
ESTABLISHED 1863.
 Authorised Capital Fl. 30,000,000 (£2,500,000)
 Paid-up Capital... Fl. 19,967,900 (£1,559,000)
 Reserve Fund ... Fl. 7,765,560 (£647,115)
HEAD OFFICE: AMSTERDAM.
HEAD AGENTS: RAIPUR.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANK CORP.

The Bank transacts every description Banking and Exchange business, receives money on Current Account and on Deposit at rates which may be ascertained.

G. A. DUNLOP, Manager,
No. 8, Des Voeux Road Central
Hongkong, 17th November, 1914. [12]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON

Paid-up Capital.....	\$1,200,000
Reserve Fund	\$1,800,000
Reserve Liability of Proprietors	\$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened at **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted.

on application.

Wm. DICKSON,
Manager.

Hongkong, 8th June, 1914 [118]

Printed and Published by HENRY AN
DAILY PRESS, LTD., at 10A, DEE VO
London Office: 131, Fleet Street, E